

# Trail Rider

MAGAZINE

**SUMMER RACING**  
**COME ON IN AND**  
**JOIN THE CROWD!**

October 2008 \$3.95

**BILLY UHL**  
**A LIFE ON TWO WHEELS**



# Delaware Enduro Riders Annual Hare Scrambles Series



## Sunday, October 26<sup>th</sup>

### On The C&D Canal Property

**DIRECTIONS:** From Route 1 follow orange arrows from exit 152 to Del. Route 72 and 13 south approximately 2 miles to the start near Gunning Bedford School, Delaware City, DE.

**Featuring the only phragmitis trails in the world!  
Fast, Fun, and Friendly – a Joy to ride!**

**ECEA Hare Scrambles Point Series 2008**

**Dist. 6 and VHSC Challenge**

**NETRA Welcome!**

**Large Open field grass track start with 4 mile course for PEEWEE, 6 mile course for MINI and 12 mile course for adults classes.**

**Free primitive camping – NO riding on Saturday  
NO Pit bikes – Strictly Enforced !!**

## FEES

Admission to parking areas: \$5

Youth classes: \$25

Adult classes: \$35

Transponder scoring – available for purchase(\$15) or rent (\$10) at signup from ECEA officials

**PEE WEE Classes: Start at 9 AM for 45 minutes**

**4-8, 50cc 2strk**

**4-8, 50cc oil injected motors & XR50cc**

**4-9, (Entry Level) 0-110cc**

**4strk Multispeed Auto & XR 80 4strk &PW80**

**7-9, 65cc 2strk**

**10-12, (Entry Level) 0-110cc 4strk Multispeed Auto & XR 80 4strk &PW80**

**Youth Event Classes: Start at 10:30 AM for 1 Hour**

**10-11, 0-65cc 2strk**

**10-11, 0-85cc 2strk**

**10-12, 0-125cc 4strk**

**10-up, (Entry level) women's**

**12-13, 0-85cc 2strk**

**12-15, 100cc &**

**85ccBigwheel 2strk**

**13-15, 0-150cc 4strk**

**14-15, 85 cc**

**AA Youth**

## Sunday, November 16<sup>th</sup>

### At Blue Diamond MX Park

**DIRECTIONS:** From I-95 North or South take Route 1 South to exit #156B onto Rt. 13 North. Turn right on Hamburg Road to Blue Diamond MX Park on the left.

**Follow Orange Hare Scrambles Arrows to Start Area.**

**From the South follow Rt. 1 North over St. Georges Bridge.**

**Go straight at Rt. 13 exit #156. Turn right on Hamburg Road to Blue Diamond MX Park on the left.**

**ECEA Hare Scrambles Point Series 2008**

**Dist. 7 Hare Scrambles Point Series 2009**

**Dist. 6 and VHSC Challenge**

**NETRA Welcome!**

**Free Camping on premises Saturday**

**MX track is open for practice (for fee) on Saturday.**

**Large Starting area to an uphill turn. 2 mile course for PEEWEE on mostly MX track. 5 mile course for youth with super moto section. Main event is 8 miles with hill climb, super moto, mud hole and giant rocky downhill (maybe)!!**

## Sign-up Times

**Mini and PeeWee sign up from 7:00**

**PeeWee until 8:30 and Youth until 10:00**

**Adult riders sign up from 10 AM to 12:30.**

**Races will NOT be held up for late comers.**

**Main Event: Start at 1:00 for 2 hours**

**AA**

**A200**

**B200**

**C200**

**A250/open**

**B250/open**

**C250/open**

**A 4-Stroke**

**B 4-Stroke**

**C 4-Stroke**

**A Vet(30+)**

**B Vet(30+)**

**C Vet(30+)**

**A Sen(40+)**

**B Sen(40+)**

**C Sen(40+)**

**ASupSen(50) BSupSen(50) Women**

**Master (60+)**

**Golden Master (70+)**

**Check our Website for further information:**

**[www.delawareenduroriders.com](http://www.delawareenduroriders.com)**

**Cash Awards to Expert Classes based on number of entries per class**

**Award plaques to 10 places in all other classes**

**AMA membership required to ride these events – available at signup or online at:**

**[www.AMADirectlink.com](http://www.AMADirectlink.com) ahead of time.**

**For Youth classes: Download and print out the MINOR RELEASE form at**

**[ecea.org/info/Youthonline.pdf](http://ecea.org/info/Youthonline.pdf) and the PLEDGE form at [ecea.org/info/sportsmanship\\_pledge.pdf](http://ecea.org/info/sportsmanship_pledge.pdf)**





On the cover: My favorite part of racing hare scrambles, believe it or not, is the thrill of the first turn and the mess of all the bottlenecks the first time around. Maybe it's just that human need for companionship. Photo by Mike Bernier/TrailRiderPhotos.com.

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Warning: All of the photos appearing in this magazine are of people who signed a waiver and claimed they knew what they were doing, so none of them nor any of us can be held to blame if you wind up doing something dumb and getting hurt at it. What do you expect with an extreme sport like dirt bike riding? There's always a chance of getting hurt, and an even greater chance when you up the risk factor by not thinking. We're especially not going to be sympathetic towards any wrecks that occur right after the line "Hey guys, watch this..." You should have known. Dress for the crash, and minimize your risk.

## Business Stuff

**Subscriptions:** Subscriptions are available from Trail Rider Magazine, P.O. Box 497, Winchester, NH 03470, at \$20 U.S. per 12 issues (one year). Canadian subscriptions are \$48 yearly, in U.S. funds. We're not selling overseas subscriptions any more. To pay by credit card or Paypal log onto [www.trailrider.com](http://www.trailrider.com) or call 800-426-4214. At the online address you can pay with an E-check as well as credit cards or Paypal. You can also renew your subscription online.

**Renewals:** If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

**Back Issues:** A limited number of back issues are available from various years of Trail Rider. Learn about back issues from [www.trailrider.com](http://www.trailrider.com) or call 800-426-4214, 9:00 a.m. to 5:00 p.m. weekdays. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" or we'll have to disappoint you. (Hint: We never had an official XR400 test bike).

**Address Changes:** If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

**Newsstand Sales:** You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

**Advertising:** Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 5,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

**Contributors:** We pay \$50 a page for copy, and \$10 each for photos on assigned race reports. We don't pay anything for fiction or travel pieces, but we'll spell your name right. Call us and we'll talk about it. Better yet, send an e-mail.

**Yankee Trader:** Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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## Last Over

by Paul Clipper

# The National Garage

**H**ey man," Smitty said to me, "you've got to get my vintage bike working! I don't know nothing about this stuff, and you're my only chance. I just want to ride, y'know?!"

I looked down at the naked piston of the ancient Matador and shuddered deep inside. "Smitty, you really should have gotten in touch with me before you went over to look at this bike. You would have saved both of us a lot of grief by not making that clown \$300 richer."

"What do you mean?" he said, obviously offended. "This is a great machine! He told me the whole story of the classic Bultaco Matador, and I wouldn't want anything else after learning about such a fine bike!"

"Classic, huh? Did it ever occur to you that something was wrong when it wouldn't kick over?"

"He said all it needed was a spark plug, and I'd be on my way."

"Smitty, the crank is seized! When you push down on the kickstarter it doesn't move!"

"He just said that the spark plug would set it straight, and the only reason he didn't do it was because he didn't have any spark plugs there. Honestly, I don't know why you didn't even try it..."

I looked down at the frozen crank and fought off the urge to hit him in the head with a forkleg. Smitty doesn't know a whole lot about bikes, obviously. I explained to him as sweetly as I could that nothing short of great hydraulic pressure and intense direct heat would get that crank to move, and it wouldn't be much more than a puddle afterwards.

"You mean he lied to me about the spark plug?"

"Fraid so. Maybe you could go and get your money back?"

"There's no way, Clip. He was packing out for Montana when I saw him; he's gone. But I do like the bike...isn't there something we can do to get it running?"

What could I say? I told him I'd try to get him a new crank, but I wasn't about to promise anything. He brightened up considerably, and then left me to the job. If he wasn't such an old friend, I would have beaten him about the head and body and then forgotten all about it.

Into the Yellow Pages and the telephone. I figured the first call should be to the location of the old Bultaco shop in town. To the "location" because the Bul shop had sold out and left town

years ago. Maybe I'd get lucky...

"Hi. I wonder if you would have a crank for a Bultaco Matador in stock?"

"Are you sure you have the right number?"

"Yeah; I was just wondering if the old owners had left any parts behind?"

Uncontrolled laughing from the other end of the line. "Yeah, they did, but we threw out all that stuff years ago...heh heh! C'mon, tell me you aren't really serious!"

"Really! I've got a Matador with a stuck crank and I want to fix it."

"Where've you been the last couple of years? On the moon?"

*"The Orange County Home for the Bewildered didn't have any Bultaco parts in stock either, and for the next two hours I made phone calls to every possible place in the country. No luck."*

"Not since March."

"I don't want to hear about it. Here; I'll give you the number of a place in Orange County that may be able to help you."

The Orange County Home for the Bewildered didn't have any Bultaco parts in stock either, and for the next two hours I made phone calls to every possible place in the country. No luck. Smitty was now the proud owner of a giant red hood ornament, and I gave up and flicked on the TV.

"...yes, and we have 342 stuffed albatross, as well as nearly a thousand finches of different varieties."

I just caught the tail end of a progress report on the inventory of the Smithsonian Institute in D.C., and my eyes snapped open as the speaker talked about all the weird things in the "back room".

"We have easily 30,000 different sea shells from the Atlantic alone, classified by region. We have 242 of Alexander Graham Bell's first telephone poles, and 120 geared starter mechanisms from the first Model T..."

I was on the phone to them in an instant.

"Good afternoon, Smithsonian."

"Hi. I want to talk to your director in charge of

motorcycles".

"That would be Mister Pneumus in the motorized bi-wheel division. Just a moment, please".

Click. Buzz. Brinnng. "Arnold Pneumus here".

"Hi Arnold. This is Paul Clipper from Trail Rider here. I'm looking for an engine part for a unique motorcycle, and you may be able to help me".

"I'll do my best. Is it a street bike or a dirt bike?"

Wow! Now I was getting somewhere! "A dirt bike." I replied.

"Okay, I've got the list right in front of me. You may not realize it, but the Smithsonian has the largest stock of motorcycle pieces in the known world".

"Really? I didn't know that..."

"Oh yes! Here, let me give you a few examples. Top of the list—AJS Stormer non-unit transmission, 85 each. BVF carbs from early MZ's, 43 pieces. Ceriani fork seals, 753 pieces. American Eagle transmission gears, assorted—1,746 pieces".

"Wow! That's really amazing!"

"Hah! That's nothing! Need a set of Hatta forks for a Kawasaki Bighorn? We have 3,000 of them. How about CZ bars with the weld-

ed on lever posts? 163 on the shelf."

"Hey! You could open up the classic bike shop of death!"

"Sir, the Smithsonian never sells any of its stock. We only loan pieces out to non-profit organizations for study purposes." He was proud of his work, but he obviously wasn't an enthusiast.

"Well, that's exactly what I need," I said, in my most official tone. "I'm doing an independent study project on the Bultaco Matador crankshaft, and I wonder if you have one in your collection."

"We have 300 of them. How many do you require?"

I requested only one, please, and convinced him that Trail Rider was a non-profit organization by sending him a copy of my last year's taxes.

Smitty's out on the trail these days, for better or worse, thanks to a little rooting around in the National Garage, and the last I heard Arnold Pneumus was merrily counting his PAL spark plugs. One last tip, though: If you ever need to study one of the Smithsonian's Matador cranks, order at least two. They've got 299 in perfect shape, but one of them is a little tight. ▲





# Ridge Run Enduro



## Closed-course Enduro

On Art Thompkins Hunting Club grounds  
Site of the 2007 World Enduro

**Kids escorted trail ride on Sat.**  
Proceeds To Benefit Local Charities

ECEA Point Paying Event!



**Date:** Sunday, October 5, 2008. Keytime 8:00 A.M.

**Start:** Tar Hollow rd., Hancock, NY. Take Rt17 west to Exit 89. Rt17 east to exit 87. Follow arrows to start.. Gates open Saturday 8am.

**Sign-up:** Open Saturday from 3:00 P.M. until dark, and on Sunday at 6:00 A.M.

**Starting Position:** Will be determined by a drawing on Thursday, September 25, 2008. Entries received after this date will be assigned a number following all pre-entries. A & B riders attached to C riders entries will be drawn with the C riders. Confirmation of starting number and other information will be mailed following the drawing.

**Requirements/Rules:** **Age/Waiver:** All entrants must be 16 years or older. All participants under the age of 18 must have a parent or legal guardian present and have notarized parental permission slip.

**Tech Inspection:** There will be a tech inspection Sunday morning. spark arrestor/muffler, are required.

**Sound Test:** 96 db sound limit. Tech inspection will include a sound check based on AMA testing procedure. Per AMA rules, Ridge Riders reserve the right to test for sound compliance and penalize at any time during the event.

**ECEA/AMA Membership:** All entrants must have a valid AMA and ECEA card (can be obtained on event day). Holders of NETRA or other association cards will be issued a comparable ECEA card. ECEA test Saturday only, 4-8 pm

**Report Injuries:** Report any injuries obtained at event to the Ridge Riders immediately, especially if you have medical insurance through the AMA.

**Be Smart:** No alcohol. No pit riding. Wear helmet, goggles & safety gear at all times when riding on premises.

**Respect the Land:** Land for the event is on private property for use with permission for the event day only! Do not jeopardize future events by riding there other than on event day! Please respect the landowners and locals!

**Food:** Available both days, Hamburgers, Hotdogs, Egg sandwiches ,Pastries

**Camping:** Available free at start grounds after 8am on Saturday before the event. There are no water or power hookups available.

**Contact:** Call Chris at 973-592-2708 or check online at [ridgeriders.org](http://ridgeriders.org), [ecea.org](http://ecea.org)

**Entry Fee:** \$40 Pre-entry, \$45 Post-entry. Mail checks payable to Ridge Riders MC and entry to:

Ridge Riders MC, c/o Chris Tlack, 8 Cairns Road, Morris Plains, NJ 07950.

**Support Our Sponsors:** Works Enduro Rider, 908-637-6385, [werproducts.net](http://werproducts.net). Town & Country Cycles, 973-875-2111. Motorcycle Madness, 973-579-6088, [madmotorcycle.com](http://madmotorcycle.com) The Cycle Exchange, 973-691-6900, [tristatecycle.com](http://tristatecycle.com). Hanover Powersports, 973-428-1735, [ehhondayamaha.com](http://ehhondayamaha.com). Rizzon Cycles, 732-371-1616, [rizzoncycle.com](http://rizzoncycle.com). OffroadCycle 570-421-1341, Jennings ATV and Cycle-570-836-4110

### Entry Release and Waiver of Liability and Indemnity Agreement Ridge Run Enduro October 5, 2008

Name: \_\_\_\_\_ Age: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone #: (\_\_\_\_) \_\_\_\_\_

ECEA #: \_\_\_\_\_ AMA #: \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Emergency Contact: \_\_\_\_\_

Emergency Phone #: (\_\_\_\_) \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Check skill level and class: ☐ AA ☐ Women (All bike sizes)

☐ A ☐ B ☐ C (Beginners please choose C class)

☐ 0-200 ☐ 201-250 ☐ 251+ ☐ 4 Stk (C only)

☐ 4 Stk Lt (0-250) (A&B only) ☐ 4 Stk Hvy (250+) (A&B only)

☐ Vet 30+ ☐ Senior 40+ ☐ Super Senior 50+ (A&B only)

☐ Masters 60+ ☐ Golden Masters 70+

I hereby give up all my rights to sue or make any claim for damages due to negligence or any other reason whatsoever against the American Motorcyclist Association / All Terrain Vehicle Association and their respective district organizations, the Ridge Riders Motorcycle Club, the East Coast Enduro Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for injury to property or person I may suffer, including crippling injury or death, while participating in the event and while upon event premises.

I know the risks of danger to myself and my property while preparing for and participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

I have read this release and agree with the terms.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



by Rick Sieman

# Tear-Jerkers

*(Whenever I hear about a baseball player not playing because of a sprained knee, or some other prissy injury, I just read this column and figure I must be a hell of a man. Or in a really stupid sport.)*

**T**ear-jerkers. We're not talking about when Ramone leaves Belinda for an under-aged goat brander from Seville and gets hit by a train and a bus. Nope. We're talking about real life tear-jerkers, the kind that can bring a grown man to his knees, eyeballs moistened, hurting too much to even curse. Let me explain:

A short time back I was working on my bike—quite peacefully, mind you—getting it ready for the weekend. Now, I have a habit of sticking the screwdriver I'm using into the footpeg. That way I can find it easily. Anyway, I had just put the shiny new Craftsman straight-slot screwdriver into the peg and turned my attention to removing the airbox cover and the filter, when the phone rang.

I got up from the milk crate and drove—literally drove!—the tip of the screwdriver into my left leg, right above the knee. Using my lightning-quick racer-trained reflexes, I immediately fell to the floor, moaning like a kicked poodle, tears welling up in my lagoon-blue eyes. Tear-jerker.

A friend of mind was fixing a cracked pipe on his Yamaha by carefully welding along the spider-webbed damage, taking his time, doing it right. He set the welding rod down, removed the welding goggles, studied the weld, then put the goggles back on to weld a bit more. When he picked up the welding rod, it was by the hot end. Tear-jerker.

Once I was in a desert race, doing rather poorly, if memory serves correctly, and I smashed my right foot into a rock that was hooked directly to China. The pain was blinding and caused white dots to swirl in front of my eyes. However, it was not a tear-jerker. I was only five miles or so from the finish, and I had no choice but to ride in.

After picking up the bike, I got back on, found

neutral, and gave a boot to the kickstarter, with the swollen toes pointed out. On the third kick the bike fired, but the kickstarter slipped up and slapped me on the back of the leg, just above the boot. Serious pain, but still not a tear-jerker.

Rather carefully, I rode back toward the finish line, with the entire right limb throbbing like a wounded tuna. After a few miles, the foot hurt so much that I could no longer keep my heel on the



footpeg. So I held the foot in the air and rode even slower. About one-quarter mile from the pits, I rode through a little gully, and the suspension gently bottomed out. This lowered the injured foot just the correct amount, and it made contact with a grapefruit-sized rock, toe first. Real tear-jerker!

My friend George was racing at Saddleback one fine, clear Saturday, and he related this tale: He got off the line a fraction late and had to gas it hard to get to mid-pack. As he neared the top of the long start straight, a rock lazily left the rear knobby of the bike in front of him and arced through the air. He tilted his head to one side to play it safe, and the bike moved over slightly with his body. The rock then dropped gently right into

his groin, hitting him in ... how shall we say it? ... one of the family jewels.

The pain was intense enough to make him suck in his breath, curl up into a ball and make no attempt whatsoever at trying the first turn. He merely rode through the turn, fell on the ground at one mile per hour and lay there, feet in the air, whimpering. Tear-jerker.

Recently I ran into a series of minor cuts and scrapes that were more infuriating than anything else. First off, I cut open my right thumb on a sharp-edged hose clamp while removing the carb. After a few minutes, I forgot about that. Then, a bit later, a screwdriver slipped and my left palm got a nice little gash. I sucked on that for a few minutes to cleanse the wound and then proceeded. A half hour later, a wrench slipped, and I gashed open the backs of two knuckles on the footpeg.

This was getting monotonous. Twenty minutes later, I got a three-inch white-meat cut on the back of my left hand while trimming a zip tie with a dull razor blade. Not much time passed before my right hand got pinched in the toolbox lid. I more or less wrote off these petty injuries and went about the business of shaping up my bike for the next day.

At 11:15 that night I was just about done, with only the air filter left. It had been hanging up all day to dry, so I grabbed it and got out a bottle of filter oil to wrap up the job. With the filter in my left hand, I poured a liberal amount of Maxima filter oil on the foam and began to work it in really well.

At this point, I realized that my hands had no less than ten open wounds! People have received medals for less serious injuries. Well, what could I do? My hands were already covered with the filter oil, and the cuts were thoroughly saturated. With tears in my eyes, I squeezed the oil through the foam, then stumbled into the laundry room and turned on the hot water and squeezed liquid soap into my greasy hands. And washed them. King of the tear-jerkers! ↑

## Where to Ride

October 2008

10/4 EnduroCross, Columbus, OH  
10/4 NETRA Tri/State Extreme Turkey Run, Winchendon, MA  
10/04 NETRA Roosting Rhody Jr. Enduro, Sterling, CT  
10/05 NETRA Woodsocross Hare Scrambles, Sterling, CT  
10/5 ECEA Ridge Run Enduro  
Deposit, NY (973) 592-2708 [www.ridgeriders.org](http://www.ridgeriders.org)  
10/5 AMA Eastern Hare Scrambles  
Rhinelander, WI (715) 272-1101 [www.rpaoffroad.com](http://www.rpaoffroad.com)  
10/10-12 ECEA PBER 500 Dual Sport (3-day) (732) 714-8874  
10/11 NETRA Mohawk Jr. Enduro, Lanesboro, MA  
10/12 ITP Power Line Park GNCC, St. Clairsville, OH  
10/12 NETRA Hoots Fall Hare Scrambles, Chepachet, RI

10/12 AMA National Enduro Carson City, NV (775) 851-1527  
[www.westernstatesracing.com](http://www.westernstatesracing.com)  
10/12 ECEA Ormond Farms Hare Scrambles (856) 696-4783  
10/19 ECEA RORR Dual Sport (610) 921-3592  
10/19 East vs West AMA H.S. Shootout  
Davis, OK (979) 764-9450 [www.amahssshootout.com](http://www.amahssshootout.com)  
10/19 AMA National Enduro Wickenburg, AZ (623) 910-1891 [www.offcambermc.com](http://www.offcambermc.com)  
10/19 NETRA Gypsy Moth Enduro, Deep River, CT  
10/25 NETRA Jack Frost Jr. Enduro, Oxford, MA  
10/26 NETRA Rocky Mountain Enduro, Alton, NH  
10/26 Klotz Ironman GNCC, Crawfordsville, IN  
10/26 ECEA Delaware Hare Scrambles #1 (302) 834-4411



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## You write to us about...

TR,

I enjoy your product reviews, I trust you guys to tell the truth. When will you do a test on neck braces? Leatt or EVS? I want to buy one but don't see a lot of off-road guys wearing them. Hurry!

Mike via [www.trailrider.com](http://www.trailrider.com)

Hey Mike:

Charlie has been hustling the Leatt guys since last fall to get a test unit, I went with him 3 times to their booth at the Indy show and nothing yet. EVS is coming out with their unit in May I think. We will give you the straight skinny on these products when we can get our grubby little necks on them, but until then, you will just have to follow the lead of the pro guys. What are they wearing?

Dear Trail Rider:

I always enjoy the letters column in any magazine and I was glad to see you have started publishing readers letters. But I think you are writing your own letters! Who in the world puts oil in their Water Pic? Parts cleaner maybe, or even Jack Daniels, but oil?

Marty via [www.trailrider.com](http://www.trailrider.com)

Marty:

Okay, you got me on this one.

Charlie's brother Josh submitted that letter, and if you have ever met him you will know he does not even own a Water Pic or a tooth brush! But if you write it, we will answer it. Now take that as a dare and start writing those letters.

Dear TR

I've ridden trails and enduros for many years. Now my new wife wants to start. Can you give us any advice?

Bud via [www.trailrider.com](http://www.trailrider.com)

Hey Bud:

Excellent. Glad to hear your wife wants to hit the trails. Here's what I would do: Sign her up for the Motorcycle Safety Foundation's Dirt

Bike School. It is a half day course that will get her started in the right direction. I think this would be great because it will keep you out of the mix. It is difficult to teach a loved one anything...

Then, help her pick out a bike. I like the Yamaha TTR225 or the Honda CRF 30, they are both low and easy to ride and have electric start. Don't make the mistake of putting her on one of your old race bikes.

Next, I would help her find some girls of her skill level to ride with, and help steer them towards trails they can handle. Then cut them loose on their own. They will have their own adventures and you can go ride your favorite trails at your own pace, and everyone can meet

back at camp later and tell the stories and tales.

Everyone is happy,  
Charlie

Dear Magazine:

What's all that talk I see about Travels With Roscoe? I've seen it in Trail Rider, Dirt Rider, Racer X. What is it?

Caleb

Hey Caleb:

Travels with Roscoe is a comic-like book written by our friend Roscoe and illustrated by Charlie. It is actually pretty funny and the price is good. You can order it on [repairmanual.com](http://repairmanual.com) and all the proceeds go to a good cause: Beer! So

check it out, it will give you a warm and fuzzy feeling, the book not the beer. Well, so will the beer.  
Bossman

Dear Trail Rider:


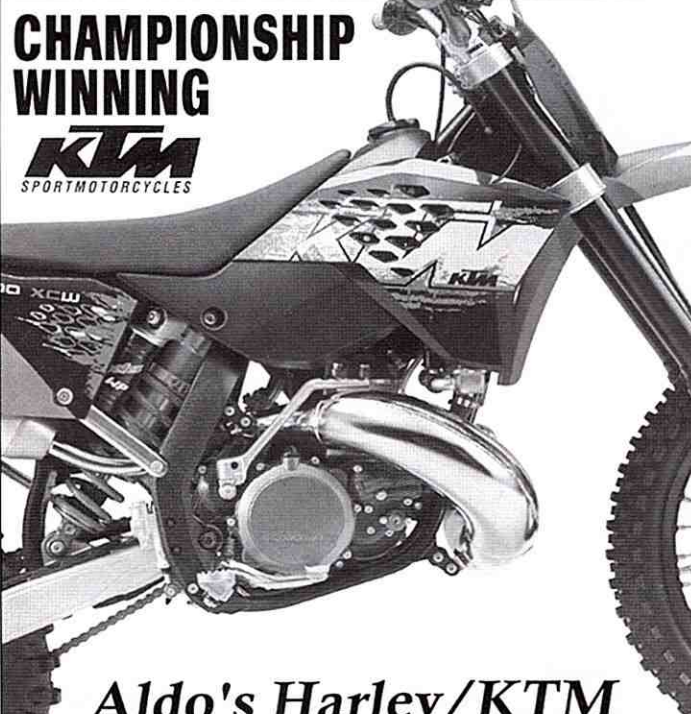
I went out for a ride last week end and something had happened to my riding gear, it shrunk! Any advice?

Andy via [www.trailrider.com](http://www.trailrider.com)

Dear Andy, the easiest thing to do is quit riding. Or you can buy bigger gear, or ride really hard with your pants open till your gut swelling goes down. The couch is a cruel mistress.  
Charlie



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Dear Trail Rider People,

I wanted to congratulate you on getting Super Hunky in your magazine. I've read his stuff for a long time and really like his style. I also like Ed Hertfelder, I think he is funnier than Hunky, but Hunky has his message. Charlie is an idiot, but I like most of what he writes. Who writes for your web site? There is some funny stuff on there, too. Thanks,

Todd, via www.trailrider.com

Todd:

Charlie is not an idiot, he only plays one in real life.

I would like to see Hunky and Hertfelder square off in a last man standing type of comedy write-off, maybe that's an idea! As for the web site, Charlie kind of runs that but his brother Josh and some stranger named Psycho Monkey keep things funny. Chuck Sun also sounds off every couple of weeks. Guess I'd better go on line and see what they are doing.

Paul

Hi Paul,

Hope you're doing some good riding this summer.

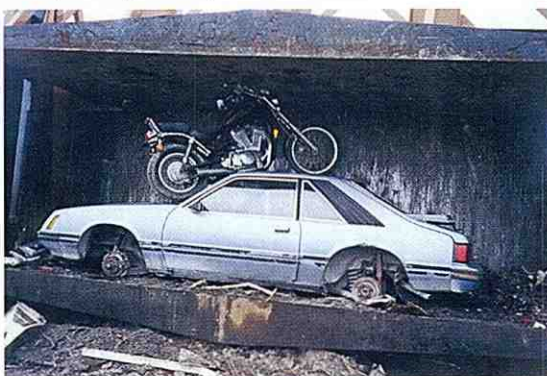
My good friend in Florida (A fellow dirt rider), knows how much I love motorcycles and

Mustangs. He owns a salvage yard and has too much time on his hands. He is always trying to cheer me up during a long winter. (See the before and after

photos).

Neil, via US Mail

Hi Paul,



I was just riding with Charlie in Baumgartner Idaho & he gave me a copy of TrailRider. Reading it brought back memories of when I lived in NY. I always enjoyed my copy of TR, the great riding articles & the small type which meant I was able to spend more time reading it than other magazines.

I see you have a Video Review section & was wondering if you could do a review on our Trails In Trouble video

www.TrailsInTrouble.org

It is a short five minute educational video designed to help people start relationships with legislators & other officials. As I am sure you know we need more Off Roaders talking to decision makers so they understand that we are families enjoying the outdoors. Otherwise we are portrayed by the vocal minority as destroying the outdoors.

There is also a video on the disabled on the site under More Info you might want to watch & perhaps review.

We also have some Public Service Announcement ads & cartoons which we hope you will consider running in Trail Rider.

We would be happy to send you copies of the Trails In Trouble video if you like.

Thanks,  
Trails In Trouble  
www.TrailsInTrouble.org

We hate hearing about trouble, but sure we will. Give us a chance to get to it, but in the mean time we'll print your letter and web address here so our readers can go look at it. Thanks for the note.

Trail Rider,

Do you guys ever ride, or do you just make up all those stories in the magazine? I'm really curious because I want to get in the business, but I don't own a bike and I'm not all that good at riding in the dirt.

Mike, via e-mail

Hey Mike,

You'll be great. Don't let a little handicap in the dirt slow you down. It never kept Hertfelder out of print! Can you spell? We'll send an employment application your way as soon as we remember where we put them.... ↑

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# Y not U?



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# Just Pin It?

In the old days we used to say "When in doubt, gas it!" There's more than just a little tongue in cheek with a remark like that, but there's also a lot of truth in the effectiveness of such a plan. If you don't know what to do, pour on the throttle and hold on! It's a directive that makes hand-wringers cringe and ambulance chasers shout with glee.

And magazine writers issue disclaimers: When we say "When in doubt, just gas it" we don't really mean it. Only a fool would go full throttle when they have no idea what the bike is going to do, or what they're going to do when the bike does whatever it does. Instead, you should ride respectfully and calmly at all times, seek professional training, and always stay within the letter of the law.

That being said, there are a lot of situations where gassing it sure does solve a lot of technical problems. Have you ever noticed, in the rocks, that if you stop you usually get stuck? The bigger the rocks, the more stuck you get. It's better to keep the throttle on evenly, stay loose on the bike, and ride right through them.

Have you ever noticed, in the mud, that when you get on the brakes you slide completely out of control? That when you try to go slow and careful the back

wheel spins and slithers all over the place and you can't control the bike? That when you finally get fed up and give it some throttle yes, the bike still slithers around a lot, but it doesn't feel as bad?

Maybe what we should do is change that old macho statement, to something like "When in doubt, don't stop." Stopping seems to be the one thing that causes us all kinds of problems, for when you stop you have to start again. Assuming you CAN stop. Steep, treacherous downhill are a regular part of nearly every enduro that has hilly terrain to cover. Anybody who's had to go down a hill he or she would ordinarily rather not go down knows the True Downhill Conundrum, or TDC for short (not to be confused with Top Dead Center, an engine tuning term).

In the TDC, you are faced with this dilemma: Gravity does not want to let that bike stop, and wants to make it difficult to even slow the bike down. Stomp on the brakes too hard and the rear wheel locks up and immediately starts sliding, which on most hills means you're out of control and fishtailing even faster than you would if you had stayed off the brakes and on the throttle. Then on the other hand, if you were to just let the bike go you'd wind up going way too fast and

crash and die, wouldn't you?

It's a tough call. Spectate at a hilly enduro and it becomes plain that most of us could benefit by getting a little faster on the downhills. I remember out west there were hills in the desert enduros that were so steep that you had to keep rolling or you'd literally fall right down them. Some were straight down with nothing in the way, and once you got over the nosebleed steepness of it they were actually fun—you just let the bike roll in a low gear, using a screaming engine for its braking powers and feathering the brakes whenever you could, and the bike would roll just fine over any holes that got in its way. If you tried to stop you'd usually go right over the bars—no kidding!

Another kind of steep downhill was the plateau type, where the hill was once again fiercely steep but broken up with shelves or plateaus every now and then. Sometimes the shelves were nothing more than boulders wedged into the side of the hill, and you either had to thread the needle through a crack in the shelf or just leap off the boulders.

Most of us never leaped the boulders, Gas It rule or not.

What you would do on these hills was let the bike

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*When we say "just pin it," we're not suggesting you wrap up in a Brazilian flag and smoke the tires on your Honda step-thru. But if it feels good...?*

roll in the vertical stuff, and then when you hit a plateau you'd get on the brakes for all you were worth for the five or six feet of semi-level ground to brake on. It wasn't unusual to get the bike standing on its front wheel on these plateaus, but it wasn't the greatest idea because you can stop better with two wheels rather than one. If there was a hole or some other kind of nasty obstacle on a plateau on these hills, you'd have to write that spot off as a possible braking point, and look for another spot to lock it up briefly. And all of this was just an attempt to save your own life just one more day!

What we learned from all this, other than a respect for outright fear, was that the best plan of attack was not to be so ready to get on the brakes, but to be more ready to stay on the throttle and keep the bike moving. In a sense, it was proving to us that when in doubt, it really was better to go for the throttle than reactively jump on the brakes.

Take the problem of riding on rocks as an example. Get into a section where the rocks are just big enough—we're talking about all rocks here, no dirt—and you know that if you stop you're not going to be able to get moving again without getting off and pushing. You also know deep down inside that your suspension works better if you're going at a good clip over the obstacles you're hitting. If you're going fast enough, your bike doesn't have time to fall down between the rocks far enough to really pound into the face of the next rock, so your suspension doesn't have to work as hard. Within reason, tough rock sections are easier if you're going faster. I know, I know, it's easy to say. But it's something to practice, like we told you before, in fairly safe conditions until you prove it to yourself.

Another problem that's easy to understand is crossing logs. One log lying half-buried in the dirt isn't much of a problem. But what about two logs in a row, one suspended off the ground so it sits about a foot high? I will tell you one thing, if you go in slow and stop or stall out on these logs you're going to get stuck on them. You don't want to do that, too much work to get un-stuck. So you hit them hard enough to roll over them—hang on tight and gas it a little. You have to brace yourself for the impact, but it's a whole lot better than getting hung-up and having to drag yourself off.

Like everything else in dirt bike riding, that "hang on tight" part is the most important. All of this takes strength and experience, and you can get one with the other. Ride a lot, work at it, take the learning curve slow and you'll survive to become a better rider. And when in doubt, gas it—but do it in control! ↑

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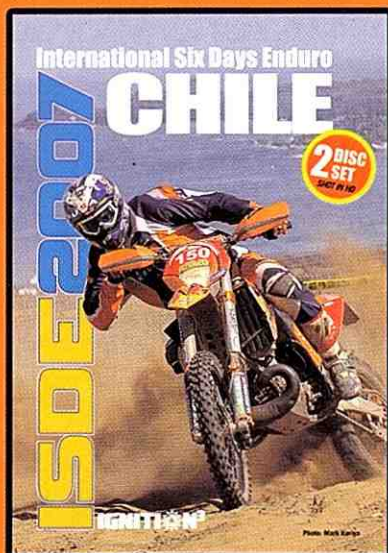


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# THE BIG BOYS'

*Enduros like the good ol' days*

## King Phillip East Enduro Wrentham MA 6/1

**H**ere we go, fresh off the Pilgrim Sands event of the weekend before. The King Phillip Trail Riders notoriously host one of the best NETRA enduros for a few good reasons. They seem to have a larger group of dedicated members than most local clubs, the terrain is fast, fun and rough all at the same time, and they run AMA rules and know how to use them to set up an event by the book.

Over the years I've come to the realization that everyone does well at this enduro. A normal KP enduro goes like this: lots of trails, pass by the suburban sprawl without noticing it because of your focus on the multiple rocks to dodge, more trail, skirt the mall development, more trail, starting to get tired now, more trail, then you reach the first check-out. Repeat this process six or eight times throughout the day and you have a bunch of weary but happy riders, most of whom are pretty sure they have had the ride of their lives. Then you check the scores. "Holy Smokes! Everyone was flying!" The approach to take is to just

focus on your own ride and you will go home happy because you most likely had a blast tearing around like a factory rider and feeling like one to boot. That is until you get to the point of exhaustion and start to actually want the fun to end. The King Phillip just plain wears you down. Better eat your Wheaties if you want to finish here and finish well.

That said, this year was a typical KP enduro. Consistent, accurate arrowing, well-placed checks, good use of speed changes and long, tough sections were the standard fare. Add to that a grass track section run morning and afternoon and the fun factor just keeps climbing the scale. At scoring they held a raffle and the weather cooperated nicely. What more could you ask for?

My day was started with very little confidence, as I had become stricken with some cold-like virus that started about a week earlier. I first noticed something wrong when I was pretty wiped after Clarkie's, which is excusable in itself given the ride we had, but things progressively worsened to the point where I didn't think I would even be able to attend the Wrentham event.

I had a strategy to finish this ride that I had pretty much no

confidence in at all, but also I had no choice in the matter. I decided to ride as smooth as I could and save my energy for fear that I would almost certainly not have the strength to finish based on how I felt the previous few days. With rocks a-plenty, my trials tire was a sweet setup, save for the grass track. But I was going for the long haul so a little caution on the lawn was a worthwhile tradeoff. I spent more mental effort searching for better lines and saved my energy, and for the first time that I can recall I felt that speed came a bit easy to me, relatively speaking. Throughout the day I kept mental record of my physical condition, choked down an unwanted Cliff Bar at gas and pretty much just tried to stay out of trouble. The reward was mile after mile of great single track trails and a classic King Phillip beat down that I took surprisingly well. Where do all the trail miles come from, what with the population density in this area?

The end result was I made it, a little tired, content with my ride and happy to be at a well laid out and run AMA event and as fate would have it, proud to be part of a great group of guys as gals. On that note, let's get to who did what. In the end it was Brooks Hamilton leading the way with another off the scale score of 18 points dropped on the day. Pete Tanner and Billy Burns both had 24 point scores and Tanner won the

*Left: Brooks Hamilton was the top finishing NETRA rider at Rhody, and third overall. Below: National enduro champ Russell Bobbitt finished second overall.*





by Rich Seymour

# RIDE

a well-deserved High Point trophy home with him.

I'll tell you, it was great to see the guys all concerned that the right thing was done in each case so no one would wake up every a.m. to an undeserved A High Point and the nagging thought that it belonged to someone else. That's a classy group of guys right there.

The King Phillip Trail Riders always do a first class job and as long as I'm still riding these events the King Phillip enduro is a must do for me. Always has been.

## Robert Leyden Memorial

W. Greenwich, RI

6/29

The Rhody Rovers are back to using the AMA format for their enduro, with a push from trail boss Paul Clough last year and nothing but support from within the club's membership. Having several years of experience from senior members with calculating resets and speeds for our terrain, the club seems to be back on track with the AMA schedule, as the format was well received last year by the riders. With a lot of hard work from Paul on securing at least one new piece of private land and continued good relations with the Water Resources Board, who regulates the use of the State property we ride, the event is growing slowly but steadily in a positive direction.

This year's name change was made in

recognition of Bob Leyden, the owner of Leyden's Tree Farm, the start venue of this and past Rhody events, who passed away recently, and as a way of showing our respect and gratitude to his family.

With recent National Enduros being held in relatively rock free areas of the U.S. and the next one being held in Pennsylvania, a rocky environment for sure, the top competitors felt that a trip to Rhode Island might be a good way to get reacquainted with some snotty, technical terrain. So the number one plate holder, Mike Lafferty, and current number two rider and 2006 National Champ, Russell Bobbitt, would be on hand today, just to liven things up a bit. Add to that New York native and GNCC fast guy and WEC competitor Nate Kanney, who has been riding with Bobbitt lately and it could be a crapshoot for who would take the top spot on the podium. This was the buzz from Saturday night on. My question was, how well would they stack up to our local guys on their home turf? With the series leader Brooks Hamilton and the "always a contender" Pat Timothy on hand, I figure the national guys are going to have to work pretty hard if they want a win.

Section one; Leyden's. Not the most technical terrain we have. It's a pretty diverse section that winds and speeds through the woods and short field sections with the occasional sloppy spot or two. Billy Burns drops a 3:46, Alden Clark (good to see you at our enduro again) gets a 3:39. Brooks drops a hard to take 3:01 while the heroes get into the twos; with Lafferty looking super smooth going 2:40, Bobbitt throttle jockeying to a 2:17 and Nate Kanney setting a blistering 2:05 even with at least one fall in the section.

But there is no trophy or points awarded for the first section. On to Big River, our sand and pines section. It's fast. Almost no rocks. Several well used trails that are pure fun. When you turn loose the lunatic throttle jockeys things can get weird. The 19 miles was broken into two sections. Both check in/check out. Here goes—Marty Griff, Rick Claxton, Dave Gunn and past champ Bert Guerrette went 4/2, John Morrison 3/2, Burns 3/1, Hamilton 2/1. Alden goes 2/1, but burns

Photos by Jay Chittenden

Mike Lafferty took a weekend off to come to Rhode Island and took the overall with relative ease.

scuffle on tiebreakers for second overall. Gilles Trepanier (28), Marty Griff (30), Raffi Peterson (32), Nick Marti (32), Neil Adler (33), Rick Claxton (37), and Ethan Broach round out the top ten overall while Denny Andersen just missed with a 39.

The High Point trophies were awarded as follows: Jim Donahue from the C Senior class. Jim must be close to a B card if he hasn't received one already, as he was the top C rider at the Tri-State also. Andrew Marek was again the top B rider with a 54 on his card despite a two minute burn. I believe Andrew is now in the A class. Ultimately Raffi Petersen took the A High Point trophy with a 32 point score. This proved to be the toughest trophy to give away today, as initial scoring showed Austin Jalbert with a 30 on the scoreboard and I didn't think anything of it because I know he can fly if he wants to. It turned out to be a forty when he pointed out a misprint to the scoring crew. This left Nick Marti with his first High Point trophy until he voluntarily had a questionable score on his card checked from backup sheets. With a two point correction to Nick's score it appeared that Neil Adler was about to win his first A High Point trophy...but he too requested a look at one of his scores and avoided an unearned accolade, and the rightful owner, Raffi, took



Nate Kanney set the fastest time in the first section of the Rhode Island enduro, then had to hit the eject button on a powerline when he got just a little out of shape at speed. Nate walked away completely unbruised, but his bike suffered a little damage here and there.





Past NETRA Champ Bert Guerrette outdid himself at Rhody's "unofficial national" with a High Point A.

outrageous speeds is the results of a crash by Kanney. Nate clipped an imbedded rock at speed in a two-track section and while he almost saved it, a rapidly approaching tree convinced him that it was time to bail. The resulting impact was so great that the entire front end of the bike snapped off at the steering stem! I measured the distance from the rock, which was covered in pine needles and hidden, to the point of impact tree with a reasonably accurate and often referred to three-foot stride, and came up with 87 feet. With a conservative estimate of 50 MPH before the crash, Nate had little time to make a self preserving decision to get out of harm's way. To view the site, he was fortunate to walk away for sure. His main concern was for the super trick and outrageously expensive factory forks he was "testing" for future big events. Brooks was right when I spoke with him on Saturday about a New Englander winning this event when he said "the speeds those guys carry in the fast stuff is incredible."

After the Big River back-to-back section, riders headed over to The Breene Farm, a technical, deep woods section that epitomizes our Rhode Island trails with its share of rocks, roots, and low areas mixed nicely with some drier, quick sections and semi-smooth, fun trails. In an effort to try to match a speed average to the fastest riders, an 18 MPH average was chosen

for this section. While most mortals would still drop several points in here, the fastest of riders were forced to time-keep through a section that is best enjoyed at race speed.

This would prove to be the deciding factor for Bobbitt who was using only primitive timekeeping equipment consisting of a wristwatch and route sheet, as he isn't accustomed to keeping time at the Nationals. The scores here were as follows: Griff, Claxton, Gunn and Morrison, two points. Burns, Clarke and Guerrette posting a one, and Lafferty and Hamilton were the only ones to zero the section. From here riders went to Leyden's for gas and then on to a new section held on a very snotty piece of land owned by Stepping Stone Stables; a horse facility that also works closely with RIOHVA in their efforts to provide an off road area for trucks, bikes and quads, too. We



Pete Tanner chased hard at the King Philip, and scored second overall with a 24.

the check-in between sections and ex-Champ Neil Dennett burns the first check-in to spoil his 3/1. Timothy crashes hard somewhere along the line and separates his shoulder so he's out. There goes one of our best shots at keeping the trophy in New England.

Now for the crazy part. Both Lafferty and Bobbitt go 0/0 through the entire section that was admittedly not designed to take points from anyone who can carry that much speed off-road. Remember, we didn't know these guys were coming either. A good example of the

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nicknamed this section Mikesberg for club member Mike Costa, who set out to utilize every possible and impossible foot of terrain he could find in the low lying, rock infested and swampy area. We actually had to temper his efforts for fear that many riders would become permanent fixtures in the section, so there is a lot of potential there.

Mercifully, this would be the last section the C riders would cover, and the gas stop reset meant that they would have their full hour to do it in. Some would use well over half of their hour to complete the section while others never finished the four miles at all. This section was officially called the Toyota Tundra Challenge Section as we chose to use the money Toyota gave the club for advertising space for their trucks and give a payout to the fastest A, B and C riders through the section. This is where Brooks showed his stuff as he bested Lafferty, Bobbitt, and all others to win the section and the money. His 6:32 topped Lafferty's 6:43 and Bobbitt's 6:56. Burns was the only rider in the 7s with a 7:26 while everyone else went 8 minutes plus. When it comes to the technical stuff, the speeds our guys carry is incredible. Now the hot shots know it too.

With just two sections left it was Lafferty with a four point lead on Hamilton and two ahead of Bobbitt with the burn. Though the next section was also new to the event and fresh cut by member Layne Derby to bypass several Jeep trails that have become obnoxious and dangerous to ride, the stage was set for a Lafferty victory. Bobbitt and Hamilton matched Lafferty in this excellent, new, five mile section of mountain laurels, low lying areas and hidden rocks that have surely





Nick Marti was the Lightweight A class winner at the King Philip enduro.

increased considerably in size by the time you read this. With a return to the start area at Leyden's, the first section was run in reverse to make up the last of the event and give spectators another view of the riders before the scores would be tallied.

In the end it was Lafferty with a 14 point card for the overall. Bobbitt's burn cost him the win, as his tiebreakers were better but a 16 on his card was going to net second overall. Hamilton had a great ride at 19 and showed the fast guys how it's done in the snotty stuff, something that could be bugging them to this day. Billy Burns continues to hone his skills for his upcoming trip to Greece for a run at the Six Days, and he posted a 24 point card which is good for 22 NETRA overall points. Past Champion Bert Guerrette had an A High Point ride with a 29 and just edged John Morrison on tiebreaker points. Rick Claxton and Dave Gunn shared a 30 point score with Claxton winning that scuffle. John Sadowski made a rare appearance and was impressive with a 31. Kevin Hubbard won the A Vets class with a 33 over Mike Hines' 34. Another past Champ, Kemp Stewart rode a 37, Alden Clarke whose time keeping held him down got a 38 along with Steve Dombeck, and yet another past Champion, Jerry Madore rounded out the top 15 with a 39 point card in his first enduro in five years. B High Point was awarded to Bantam rider William Harkness who had a 43 point score, and the top C trophy went to Robert Butterfield whose shortened course score of 39 was the best in his ability class.

With the National Enduro Series being reduced to a closed course, off road race with no time keeping and repeated laps, this event could be the closest thing you will see to a real enduro with National riders on hand. It was reminiscent of the 1990s when big name riders frequented the area for this event, and King Phillip's enduro as well. I recall Lafferty riding here before he was on the big circuit, back when he was on a KX125, riding the B class I think. As for the course, the Rhody Rovers keep improving an already great ride with just a little more trail each year and next year's event looks even more promising as we have yet another section or two in mind already. ↑

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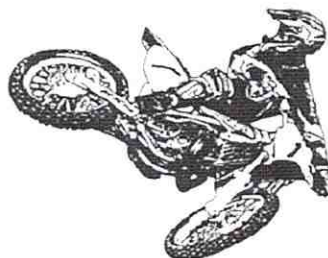
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# LOST IN THE

*Lafferty dominates while Bobbitt slips at the Foggy Mountain Breakdown National*

Blaine, PA 7/20

Though he still had trouble walking without a limp, once aboard his 450 XC-F Mike Lafferty displayed no disabilities as the Red Bull KTM racer trounced the field in Blaine, Pennsylvania, at the Foggy Mountain Breakdown National, presented by Pivot Pegz. Round six of the AMA/FMF Racing National Enduro Series, presented by Maxxis, saw Lafferty dominate the 86.0 ground miles from start to finish, easily outdistancing runner-up Jerod Stoner—the 19-year-old local who topped Open A and, of course, earned High Point A honors—and third-place Brooks Hamilton, NETRA Enduro Champion and the Vet A winner.

And what about Lafferty's teammate and chief title rival Russell Bobbitt? Unfortunately, he had an off day he could ill afford, finishing an uncharacteristic fifth behind Yamaha YZ250-mounted privateer Jeff Melik. It marked Bobbitt's first time off the podium this year and resulted in his series points lead being chopped from 15 to a single point over Lafferty.

Bobbitt traced much of it to being uncomfortable in the rocks that Pennsylvania is known for, as they put a premium on bike setup for his 250 XC—something that the 2006 series champ didn't have a handle on. "It just seemed like I didn't have a good setup the whole time I was up there with Nate (Kanne), at his place in New York, riding and training. We were riding in the rocks, but I just didn't find a good setup, really, for



racing in it. I guess I didn't go out and test on exactly this kind of stuff. This is gnarlier. The closest thing to this would've been two days ago at Jerod Stoner's house. Even when I got done there, I wasn't really 100-percent confident with my setup."

And it showed. He fell on a technical climb in the first test, leaving him fourth in that test behind Lafferty's six points, and tied with six others at seven. "Mike got the flip on the first one so I knew I was going to have my work cut out for me the rest of the day," Bobbitt said.

Lafferty, on the other hand, felt supremely confident

in the work he and mechanic Evan Yarnall put in beforehand. "Evan and myself, we rode a lot of rocks for the last two weeks really getting ready for this race, and it paid off," Lafferty declared. "I think our setup was really good. We did quite a bit of work with Factory Connection to do the suspension, so I can't thank those guys enough."

He continued, "I knew it was going to take a little bit of time, and we put it in in the weeks prior so today would be a little easier for us. It wasn't easy, by any stretch, but we were in the hunt and my bike worked good."

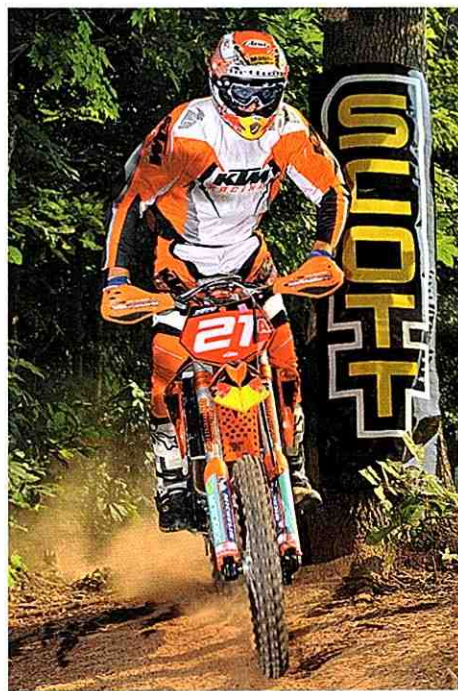
Normally a notorious fiddler with suspension and front-to-rear balance during the early stages of a race, Lafferty's bike received almost no wrenching during the event. As evidence of how well his bike worked, one had only look to the scores from the six test sections: Lafferty

set the fast time in each of them. Bobbitt, despite falling and hurting his throttle hand in the rocks in the fourth test, managed to get things together and put in his best performance of the day in the last test, second by 13 seconds to Lafferty.

Stoner and Hamilton ended up tied at 39 points, with Stoner getting the nod for High Point A on tie-breakers over fellow 300 XC rider Hamilton. Stoner said, "I'm really shocked. I just came here and I just wanted to go have fun and ride. Halfway through, I heard I actually beat Russell [Bobbitt] in a section (he bested Bobbitt in the first five sections) so I was really excited; I tried not to let it get to me. I kind of ignored it at first because if I would've let it get to me, I would've fallen and made mistakes and stuff. I heard that and I'm like, 'I'm off to a good start; I might as

Foggy Mtn. National							
<b>AA</b>		3. Matthew Spigelmyer	59	1. Eric Hahn	46	2. Robert Hoover	56
1. Michael Lafferty	35	4. David Barnes	64	2. Ronnell Lockley	70	<b>Masters</b>	
2. Jerod Stoner	39	5. Richard Moyer	71	3. Sean Okeefe	75	1. Scott Wolfersberger	57
3. Brooks Hamilton	39	<b>A Veteran</b>		<b>B Four-Stroke Light</b>		2. Thomas Ebersole	62
4. Jeff Melik	40	1. Michael Collins	54	1. Brian Donovan	58	3. John Lafferty	70
5. Fred Hoess	42	2. Jeff Pasqua	55	2. Stephen Mason Jr	60	4. Charles Stapleford	71
<b>A 200</b>		3. James Wright	57	3. Adam Derstine	60	<b>Teams</b>	
1. James Shea	53	4. Wayne Grenewicz	62	4. John Stanton	61	1. TCSMS Hammer	
2. Mike Arendasky	62	5. Sam Verdetto	65	<b>B Open</b>		2. DER 1	
3. Peter Wright	65	<b>A Senior</b>		1. Joseph Ford	44	3. SJER Fast Kidz	
4. Ronald De Caro	70	1. Al Switzer	58	2. David Johnson	59	4. SJER Short Bus	
5. Edward Hamilton	74	2. Eric Jordan	58	3. James Glennon	60	5. RRMG #1	
<b>A 250</b>		3. Pat Emmons	58	4. Matthew Reber	62	<b>C 200</b>	
1. Ed Emery	56	4. Philip Carlin	60	5. Anthony Lachette	64	1. Joseph Chodnicki	118
2. Glenn Cordova	59	5. Mark Moyer	69	<b>B Senior</b>		2. C 250	
3. Malcolm Schoeneberg	64	<b>A Super Senior</b>		1. Jay Harrison	44	1. Christopher Semus	66
4. Charles Sullivan	65	1. Louis Green	47	2. Sanford Quickel	46	2. Jeffery Garraux	134
5. Mark Conner	69	2. Cliff Tenney	48	3. Anthony Giordano	50	<b>C Open</b>	
<b>A Four-Stroke Light</b>		3. Curt Bush	55	4. Bryan Patton	58	1. Joseph Smith	65
1. Doug Allen Jr	51	4. Douglas Vanhorn	60	5. Arthur Downs	65	2. Tim Grove	86
2. James Morris	64	<b>B 200</b>		<b>B Super Senior</b>		3. Cory Naugle	93
3. Clifford Jones	66	1. Nicholas Tallaksen	48	1. Michael Zuzolo	57	<b>C Four-Stroke</b>	
4. Michael Beeler	76	2. Justin Gobble	51	2. Scott Danner	62	1. Ernest Hahn	81
5. Gerald Peklak	81	3. Robert Springer	57	3. John Newcomer	70	2. Keith Finkbeiner	87
<b>A Four-Stroke Heavy</b>		4. Norman Harris Jr	80	4. Kenneth Kreis	73	3. Andrew Barrick	91
1. Perry Lesko	58	5. Eric Mininsohn	84	<b>B Veteran</b>		4. Richard Trimble	176
2. Mark Schleeweis	61	<b>B 250</b>		1. Steven Burke	48	<b>C Veteran</b>	
3. David Glenn	62	1. Michael Trauch	52	2. Tom Cox	52	1. Roy Diller	73
4. John Lowe	100	2. Christopher Mckelvey	61	3. Felipe Aristeguieta	65	<b>C Senior</b>	
<b>A Open</b>		3. Robert Jones	62	4. Ryan Fitzpatrick	66	1. Jeff Layer	68
1. Jacob Williams	55	4. Martin Sprecher	63	5. Michael Faulkner	66	2. Larry Warner Jr	71
2. Christian Cotter	59	5. Greg Mcdonal	68	<b>Golden Master</b>		3. Earl Gibb	72
		<b>B Four-Stroke Heavy</b>		1. Joseph Galie	74	4. Thomas Leizear	74

*Mike Lafferty closed up the point gap at Foggy.*





by Mark Kariya

# FOG

onal



Jeff Melik took fourth overall at Foggy. Below: Brooks Hamilton and Russell Bobbitt share PB&J and tall tales at the gas stop.



well keep charging and just see what happens. At one time it might've been a four-way tie. I just tried to hit my corners right and charge and not make any mistakes."

As for Hamilton, KTM's northeastern dealer sales rep, being on the same minute as Lafferty certainly worked in his favor. "My goal coming in here was top 10 maybe, at best," he admitted. "I've never finished like that at a National before. I just kept my head down all day and Mike kept me motivated, so it was fun!"

Melik rode with the confidence that came from beating Lafferty at an ECEA enduro the week before. He stayed in the hunt all day, eventually turning in a 40 to edge Bobbitt on tie-breakers for fourth.

Fred Hoess ventured out of New Jersey for the weekend and took 250cc A honors on his Kawasaki at sixth overall with his 42, beating KTM-mounted Jake Korn on tie-breakers. Round four winner Cole Kirkpatrick's 43 put him alone in eighth while Brad Bakken and his KTM came out on top of a four-way tie for ninth at 44, with Ian Blythe rounding out the top ten. ↑

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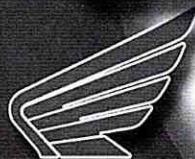
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# NEW HAMPSHIRE CLASSIC

*Two days of great riding for an excellent cause*

We assembled a good group of riders for this year's New Hampshire classic. It was going to be me, on my KTM 450, Ron on our test Husky 250, and Matt, Mike and Frank on their Christinis, plus a few other guys who weren't destined to hang with the lead group. Right before we left the New Hampshire International Speedway we had one more rider join our group. Rodney Smith, special guest of the event, was sitting there on his bike looking lost. The rest of his crew abandoned him, so we invited him along.

While we were sorting things out it became obvious that I was going to be leading the minute. Everyone else either didn't have an odometer or was too proud to wear glasses, and couldn't see a roll chart if their life depended on it. All I've got to say about it is this: Do you know how nerve-wracking it can be to have a multi-time national champion of practically everything following you on a two-day trail ride? I will say now that Rodney was a great guy to ride with and a perfect gentleman on the trail, but at the time knowing he was back there played a few tricks on my head.

We got out of the Speedway after leisurely waiting for the start-panic to die down. We weren't surprised to find conditions a little slippery and rooty, but it was generally what you would call "dry" in New Hampshire. I have been out on this ride when it's dusty, and you don't want that. But we received a couple days of light rain the week before the event this year, after three or four weeks of very dry weather, so conditions were basically great. No dust, not a whole



*There's some fine scenery to see in New Hampshire (Chip Carson photo).*



*One of the neat sections along the way, a steep all-rock powerline uphill. Great fun!*

lot of ignorant mud. Excellent riding!

The morning was spent in the usual start and stop fashion, where you start into a section and then stop on the other end for the stragglers to catch up. One of the guys was back on an unfamiliar bike after an eight year layoff, and he was the first person off the back. Then two brothers in the group got tired of waiting for the group and went on ahead. Finally we were whittled down to our core group, and that's where we stayed the rest of the weekend.

I think the Saturday ride is known as the Northern Loop. I'm not sure, because I trashed the roll chart after Saturday, and I always get mixed up there. The basic point is that the Saturday loop this year was the tough loop. The most distinctive of the obstacles in the way were a couple of rocky hills buried in the

trees. Start climbing out of a low draw between hills, deep inside the tree canopy, and you're forced right into an uphill Class VI (abandoned) cart road that is all boulders. Everybody who was there knows the sections I'm talking about. They were a complete assault on your senses, on your body and on your bike. Oddly, no matter how greasy they look, you can get traction on these rocks, but you have to launch into it, keep the throttle on and take the pounding you're going to get. Too many guys get scared and try to do it carefully. Uh-uh. You have to hammer it. If you get stuck you're going to be there for a while.

I remember one of the hills was a breeze. It was a snakey affair, a narrow S-turn uphill, and the riders stuck on it were in just the right places to be out of the way. Cut



*A bunch of happy-looking guys at the Saturday night banquet. Thank goodness for Ibuprofen.*



*Ann Mumford accepting a donation check from area Suzuki dealers, the ride's major sponsors.*

left, cut right, stay on the gas and bang your way up. No problem, then I look behind me and here's Rodney right behind with a smile on his face. So glad I didn't screw that up with such a spectator on my tail.

The other hill is a wider one, more or less straight,



*"Isn't there anybody out there who wants to ride with Rodney Smith?" Rodney couldn't find any decent riding partners, so he went out with us. He's a great guy to trail ride with.*



by Paul Clipper

# CLASSIC



Rodney Smith is so fast, he casts a blurry shadow. This is the sharpest picture we could find of him.

maybe a little steeper. Rodney saw this one coming and got by me on the right, then a buddy of mine parked me on the hill. Nice! The old 450 grunted down and got a grip on the rocks, and I got back up the second half clean. And very glad to be up there, I might add.

After the second hill we had the premier Hero Section of the day, a lap around the MVTR (Merrimack Valley Trail Riders) hare scrambles course. I remembered doing this once in a former ride, so I figured on sitting it out. Rodney was all for riding it, and he made sure I was going to wait for him before taking off. Sure, knock yourself out! The rest of our group was spread out all over the rocky uphill, and two of them, who probably shouldn't have done it, went by us without looking and just jumped right into the hero section. Rodney shrugged and went in behind them. Later on I heard stories of how Rodney blew by them like they were chained to a tree.

Close to accurate—Rodney came through in about 22 minutes, looking fairly fresh. "That was fun, but I sure wouldn't want to have to do laps of it." The other guys came out in about 40 minutes, looking a little shell-shocked. Well you know, the dual sport trail is rough enough; just imagine what a hare scrambles course would look like in the same general terrain.

Somewhere in there was the welcome CFF ride lunch, burgers, dogs, snacks and lots of water to drink. I aired up a slightly low front tire using Freedom Honda's compressor, thanks guys. The ride after that was kind of a blur, except for the one spot in the mud where I got cross-rutted and finally fell down. To the everlasting joy of my life, Mr. Smith got cross rutted and fell right behind me, just seconds before I did. Misery always appreciates company!

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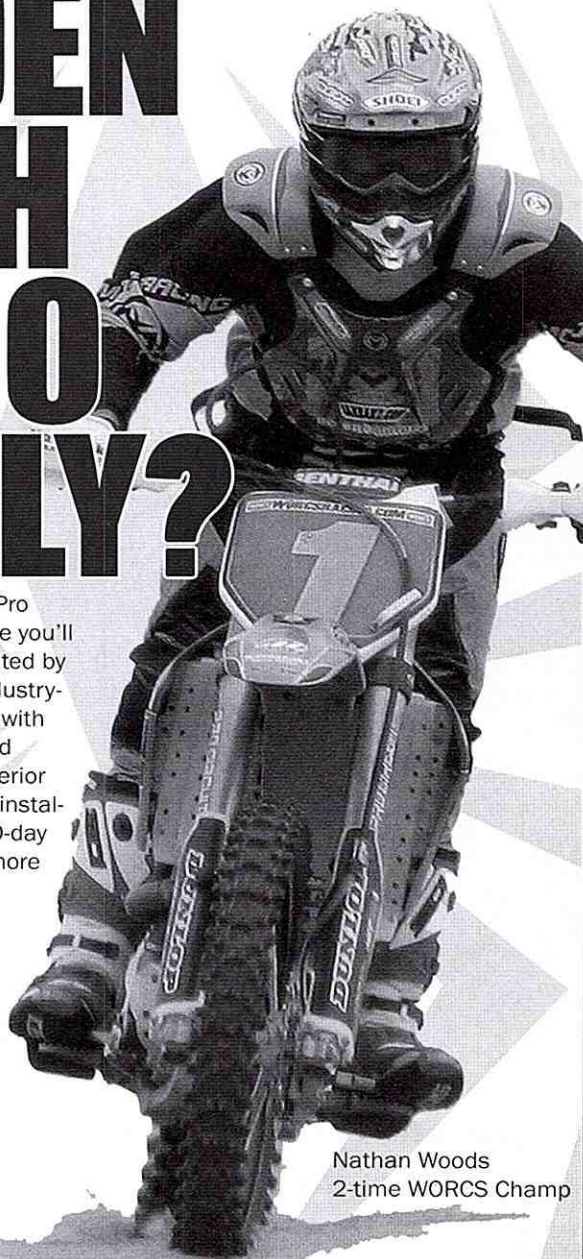
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Nathan Woods  
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Saturday night's banquet was a great barbecue feed, a lot of speeches and awards, some video entertainment and a lot of bench racing. This was the time where we found out that once again the ride was a great success. \$135,000 for CF research taken at the gate, 537 adult riders and 30 youths in the Kid's Classic. That's a successful ride in anyone's book. I should mention now that the next morning they made the drawing for the bike giveaway, and Derek Johnson of Bedford, Mass., was the winner of a Suzuki of his choice.

The Sunday ride was the Southern Loop, I think, and it's the easier of the two loops, but still quite long. We did our usual dawdle around in the morning, mostly trying to rustle up enough Ibuprofen to keep us riding happy. Like a true champion, Rodney can hang back and dawdle with the best of us. The only downside of all this sloth was that the route sheet for Sunday was 122 miles long, and what we didn't know was there was no way we'd get to ride it all.

One of the highlights of this day's ride was a trip through Bear Brook State Park. The trails in here are mostly flat, open, fast and somewhat rooty, but not very rocky or rutted. Because of that you can fly in here if your tires are in good shape. Mine were wore plumb out, and though I was the line leader I think I was holding them back most of the time. Rodney was fine with it, he said that being held back was better than being carried off in an ambulance.

The other most excellent spot was a Hero Section that was made up of a trip around club member Jay McGrath's property. Jay's got a lot of tight trails and a full-on motocross course with some impressive man-made uphill. We took a trip around it then re-grouped at the end of the section with a bunch of other guys. It was here that I ran into former NETRA enduro



*The Classic Charity ride takes care of you with some tough stuff, some fine trails, plenty of food at the Saturday lunch.*

champ Dave Burnett—remember Dave? He looks like he hasn't aged a bit over the past ten years. It's sickening, really.

I had a thought at about this time, and started doing some math. I remember hearing Rodney say he had to catch a plane this afternoon, so I asked him when. Had to leave the Speedway at four o'clock. Let's see, divide by four, carry the nine, subtract pie—we never got a lunch on Sunday—and I came up with the following. We'd already done about 70 miles of riding, but it was two o'clock and we still had about 54 miles to ride. Dude, you're never going to make it to the airport if we don't quit now.

We were about as far away from the Speedway as we were going to get, but we had a bailout map and a reasonable amount of smarts. I proposed that we cut

off a big chunk of trail, and those who wanted to continue could just keep going on the course. Surprisingly, everybody wanted to quit. The "Vitamin I" must have been wearing off.

So we short-cutted to another spot on the course, where it was mostly a dual sport road-ride to get back to the start. Mr. Smith got to the airport on time, where I hear his flight was delayed until nearly 11:00 p.m., then his connecting flight was canceled and he had to rent a car and drive the rest of the night to get home by 8:00 a.m. Ah, the joys of convenient, courteous modern air travel!

Though we shortened the second day, it was still



plenty of riding for our group, and lots of fun while we were out there. It was also for a good cause, and MVTR and CFF and the ride sponsors didn't skimp on the giveaways. We're looking forward to doing it again next year, and hoping that Rodney comes back and rides with us again! ⬆

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# QUALITY RACING

*Crossing it up at the Evansville Raceway*

## VFTR Hare Scrambles

Berwick, PA 7/6

Evansville Raceway was scenic setting for the Valley Forge Trail Riders' hare scramble. This was the first year the event has been held at this location. The folks at Evansville were more than hospitable for this star spangled Fourth of July weekend. This great facility provided a massive grassy parking/camping area, snack bar, outstanding PA system and a well-groomed track. Dust is kept to a minimum with an extensive sprinkler system combined with a diligent water truck crew. All of this is a step above many venues on the various circuits and, to much debate, seems to be the direction many racers and spectators would like to see the series go. There was even an entertaining Super-cross scheduled Saturday night that I think could have been won by one of the top young ECEA riders, had one of them entered!

The course provided an excellent mix of motocross, Supercross, grass track and woods trails. There were many elevation changes and challenging uphill and off-camber sections. The weather was sunny, hot and humid and riding conditions perfect.

The Peewees kicked off the racing action at 9:00 a.m. A one mile grass track gave the tikes a safe course to rip it up and provided for some entertaining racing. Ryan Hall, riding a Suzuki in the 7-9 65cc class, just edged out Cody Lore, a 10-12EL rider, to take the overall Peevee in what proved to be an excellent performance put on by the best of the ECEA youngsters.

The Youth race took off right on time with the riders doing a modified version of the "big guys" course with



*Jerod Stoner (33) gets the holeshot and prepares to run away with the rest of the race. (All photos by Erik Freeman)*

some surprisingly tough but passable hill climbs and grass track. Nick Davis recovered from a slow start to take the win over two minutes ahead of second place Joel Chapman, both members of the elite AA youth riders. Dieter Willenbrock ruled the 12-15 100cc class, Corby Gill took the 12-13 85cc class by storm, Carty Markovich dominated the Women's class, and Ryan Blair took first in the 14-15 85cc class.

The main event was a battle between three of the young hot shots of the ECEA. Jerod Stoner put on an amazing display of talent and training with a six minute lead over Andrew Delong. The two have been battling it out recently and unless they are lapping you, it is pretty entertaining to watch their battle. It seems like they have both stepped it up with Jerod still running it harder. Jason Sipe put on an excellent ride within a minute of Andrew. A200 racers Shane

Hufford and VFTR's Bobby Kershaw had seriously good top 10 overall finishes. I find it quite amazing how these young men arrived fresh out of the ECEA youth organization to then ride at the top of the adult classes.

The day was finished off with quick scoring on a new big screen transponder system and afterwards a great awards presentation, which got the ECEA families home in record time.

My hat is off to the Valley Forge trail boss Kevin Schuler, coordinator Tim Stibitz, and the mass of green-shirted VFTR members and volunteers who really showed their experience in putting on a first class event. Next year they are planning to return to their "Marshlands" location near Elverson in Chester County, PA. Elverson or Evansville? Doesn't much matter, you can expect a quality event wherever they run. ↑



*Andrew Delong kept Jerod Stoner honest, but had to settle for second. Below: Chris Curlett of the A200 class rails one of the VFTR trails.*



### VFTR Hare Scrambles

#### AA

1. Jerod Stoner KTM
2. Andrew Delong KTM
3. Jason Sipe KTM
4. Leonard Rehatcheck YAM
5. Ben Smith SUZ

#### A200

1. Shane Hufford Jr KTM
2. Bobby Kershaw KTM
3. Christopher Curlett KTM
4. Christian Epting KTM
5. Ron Decaro KTM

#### A Open

1. Timmy Hunter KTM
2. Jesse Gill YAM
3. Jarod Kulp KTM
4. Chris Daugherty HON
5. Joseph Lamanna SUZ

#### A Four-Stroke

1. Tyler McCreight YAM
2. Joseph Mangione KAW
3. David Glenn YAM
4. Joseph Caruso YAM
5. David Wright KAW

#### A Veteran

1. Sam Verdetto KTM
2. Kenneth Held HON
3. John Caruso YAM

#### 4. Todd Quinn KAW

#### 5. Joseph Cichon KTM

#### A Senior

1. Phillip Carlin HON
2. Alan Jessat HON
3. Scott Chapkovich KTM
4. Chris Reiner KTM
5. Chris Obrien KTM

#### A Super Senior

1. Thomas Cichon KTM
2. Jason Smith YAM
3. Scott Wolfersberger HUS
4. Glenn Stevens HUS

#### B 200

1. Eric Eder KTM
2. Jason Williams YAM
3. Samuel Swavely KTM
4. Stra Teodosic KTM
5. Kyle Mckelvey KTM

#### B Open

1. Mark Matthias YAM
2. Dustin Morris YAM
3. Adam Burke HON
4. Jeff Merrill KAW
5. Cody Mulligan YAM

#### B Four-Stroke

1. Robert Jones KTM
2. Adam Derstine KAW
3. Keith Dillon YAM

#### 4. Tyler Stevens YAM

#### B Veteran

1. Jacob Coy KTM
2. Joe Pettit YAM
3. Michael Benbrook KTM
4. Zachery Mosley KTM
5. Robert Bove KTM

#### B Senior

1. Arthur Downs KTM
2. Brian Donovan HON
3. David Flamm KTM
4. Dave Tappany KTM
5. William Horseman KTM

#### B Super Senior

1. Paul Freeman YAM
2. Richard Bunty Jr HUS
3. Michael Walters KTM

#### Women

1. Diane Fitzgerald KTM
2. Nicole Hiles YAM
3. Patricia Blair KTM
4. Jackie Prignano YAM

#### Masters

1. John Lafferty Sr. KTM
2. Tom Phillips KTM
3. Golden Masters KTM
4. Joe Galie Sr. KTM

#### C-200

1. Ryan Klair HON

#### 2. Randy Kinkade YAM

#### 3. Ryan Kinkade SUZ

#### 4. Jimmy Franks KTM

#### 5. Ty Evans KTM

#### C Open

1. Ryan Francis KTM
2. Kody Roloson SUZ
3. Kyle Bylsma KTM
4. Steven Kapusnick YAM
5. Jason Layton YAM

#### C Four-Stroke

1. Marc Hojnowski KTM
2. Ron Willis YAM
3. Sean Kreger KTM
4. Roy Benson YAM
5. Andrew Barrick HON

#### C Veteran

1. Kenneth Kasprzak KTM
2. Terry Consdazio KTM
3. Justin Myers HUS
4. Jeremy Jaques KTM
5. Corey Shagg KTM

#### C Senior

1. Scott Evans KTM
2. Donald Hake HON
3. James Madden HON
4. Randy Brown KTM
5. Carl Rubino Sr. HON



# THE NMA OFF GRIZZLY ISDE

## A new twist for the Cascade Family M.C.

Story by MACE, Photos by MACE and Scott Shirey

### Straddleline ORV Park 7/27

The NMA Off Road points series hit the trails once again, visiting the Capitol Forest trail system while stirring in the MX track and a bit of off-the-map single track within the Straddleline ORV park. This event was different from the usual NMA hare scrambles or GP format. The Cascade Family MC decided to make this year's event an ISDE Qualifier format. Several factors played into the decision to go with the ISDE style event. Cascade likes to give the racers their money's worth by setting up courses with long loops. To make long loops running out of Straddleline, it is necessary to utilize the uncontrolled public access trails in Capitol Forest. The ISDE format allows the speeds to be safely limited on the transit sections with all the speed contained within the special tests. Besides these logistical issues, the club just thought it would be fun to try a different type of event.

It had been pretty dry in the weeks leading up to the Grizzly. Several weekends of brushing had cleared out many of the face-slappers from the special tests, but with the short course loop running over 50 miles and the long course over 90 miles (!), there was no way that every obstacle could be manicured. Capitol Forest is notorious among the locals for hidden gremlin stumps that move in and out of the trail in unpredictable fashion. There are also rumors that these gremlins work miniature excavators at night modify-

ing the whoops into the most maddening rhythms that defy all but the fastest banzai attacks. Some of the clear-cut sections get pretty dusty in the summer but at least the dry weather meant that the legendary Capitol slick red clay would not be a factor.

So the night before the event it rained.

"Well, at least that will knock down the dust..." was the common phrase at the morning rider's meeting. Trail boss Roscoe Rainey cautioned the riders to watch out for the slime, pointed out the gas truck (carrying all that hi-test liquid gold), gave a brief run-down of ISDE format and released the riders to queue up for the start.

One of the advantages of staging out of Straddleline is that the trails on the Northwest corner of the forest are used a lot less than those at the main trailheads. That meant that the first trails encountered were in sweet condition, giving a nice warm up. The course had quite a few special tests - most of which were two miles long. The half-mile sprint climb test up to Capitol Peak was a highlight, as was the nine mile long test that culminated with a lap of the motocross track. One pleasant surprise was a new single track trail inside the park that featured a nice little bit of elevation change. "Who was the

sick individual who thought it would be fun to drop twelve feet straight down?" laughed one competitor. It only looked like it was straight down. Couldn't have been more than an 88 degree angle. The trail dropped into a tight turn onto a rocky Jeep trail and then back into single track.

Not everything was skittles and beer however. As the day turned out to be a mix of dry with intermittent showers, the traction was pretty unpredictable. Riders would be tooling along with good traction but then could break out into a wet open area and find themselves totally out of friction. Several of the fast guys you normally see on the top of the box crashed out with either bike damage or more serious personal booboos. One of the special tests was tossed out due to a rider down blocking the course (reportedly a broken collarbone and concussion). Several other tests had to be disallowed for one reason or another, which



Away from the main trailheads, there is some really nice trail in Capitol Forest.



After fifty miles of trail, the first loop finished with a special test in the MX stadium. Below: Woods riders may not jump like Bubba, but they understand how to stay on the gas.



Under the mid-day sun, the track was pretty dry. Storm clouds in the background foretell more showers for the afternoon.





# -ROADER



*This rally bike was expertly ridden. While this jump is a bit nose down (and wide eyed), the pilot floated most of the MX track with amazing grace.*

is an unfortunate byproduct of the club trying an unfamiliar format. We also talked to several riders who would be sporting black toes due to run-ins with those stump gremlins.

At the end of the day age and cunning reigned in the short course classes with Super Senior B rider Rob Lewis edging Vet C Eric Berger by a slim six points for the single loop overall. The geezers were joined in the top ten by 15 & Under winner Ryan Turner, who was blazing fast in the special tests but dropped enough route points to drop him out of the overall position.

Long course overall was handled by AA rider Brandon Johnson who finished with a comfortable margin over Open A Taft Matherly. Vet A Billy Baldwin was stung by a late start penalty that held him back in third overall but first in class.

The crew at CFMC and the riders seemed to enjoy the change of pace format. With a few lessons learned from this inaugural event, next year will be even better. Check out the event pictures at <http://mace.smugmug.com/> and <http://cfmc.smugmug.com/>. ↑

## Sad News

We are saddened to get news from the Jones Creek Trail Riders of the passing of one of their members.

Early in the morning of August 2, 2008, Jason Skelton had his dirt bike loaded on the back of his Jeep and was headed up to a local meeting spot to go for a ride with friends. He never made it. James Jason Skelton was killed in a head on collision when his Jeep was struck by a pickup traveling downhill that skidded into his uphill lane. Jason was killed instantly. He was barely 30 years old.

Jason is survived by his mother, father, four brothers his wife Tanya and two daughters, Elizabeth (9 yrs) and Adrianna (9 mos.).

Jason was an avid ATV and dirt bike rider and loved exploring the outdoors on his bike or quad. A life-long resident of Vancouver he was surrounded by many friends. Always willing to help with a big grin on his face, Jason was loved by all who encountered him. As Vice-President of the Jones Creek Trail Riders Association he took an active role in maintaining and preserving the local OHV trails for all to ride and was a familiar face at JCTRA's many work parties. Jason will be missed.

A donation account has been set up to help support his wife and two little girls. You can make a donation at any Washington Mutual to "the Wife and Children of Jason Skelton." Tanya and the girls really need our help!



Jason Skelton

*Did I say woods guys can't jump? This young rider got so much air he may still be up there.*

### CFMC Grizzly ISDE Long Course

#### AA

1. Brandon Johnson
2. Anthonee Gibbs
3. James Roberts

#### Open A

1. Taft Matherly
2. Andy Fong
3. Tyler Wicks

#### 200 A

1. Rickey Russell
2. Stephen Wilde
3. Eric Cleveland

#### Vet A

1. Billy Baldwin
2. Dave Sheets
3. Gene Deutsch

#### Senior A

1. Tim Todd
2. Don Larson
3. Mike Hardenbergh

#### Open B

1. James Brockway
2. Sean O'Brien
3. Nickolas Lathrop

#### 200 B

1. Trevor Lewis
2. Taylor Skinner
3. Brent Larson

#### Short Course

#### Sportsman

1. Shawn Turner
2. Paul Halsen

#### Vet B

1. Richard Ro
2. Sutton Brown
3. Loren Tonsgard

#### Senior B

1. Hugh Janis
2. Steve Latimer
3. Rob Russell

#### Super Senior B

1. Robert Lewis
2. Scott Obrien
3. Robert Niblock

#### Masters

1. Dutch Vanelk
2. Greg Chavez
3. Michael McKinney

#### 200 C

1. Matthew Brensley
2. Alex Williams
3. Ryan Turner

#### 15 & Under

1. Ryan Turner
2. David Brock
3. Koltan Phillips

#### Senior C

1. Jr Vanproyen

## Welcome to the NMA

Based in Washington state and founded in 1973, the Northwest Motorcycle Association has been dedicated to the preservation of off-road motorcycling for over thirty years. The NMA specializes in educating riders on issues affecting their riding opportunities and with a full event schedule sponsoring enduros, hare scrambles and poker runs.

To learn more about the NMA, visit the web site at [www.nmaoffroad.org](http://www.nmaoffroad.org), or contact them at:

**Northwest Motorcycle Association**  
12016 231st Ave E, Bonney Lake, WA 98391  
360-897-9588

Direct e-mail contact:

<a href="mailto:nma@nmaoffroad.org">nma@nmaoffroad.org</a>	General questions
<a href="mailto:membership@nmaoffroad.org">membership@nmaoffroad.org</a>	Membership, address changes
<a href="mailto:competition@nmaoffroad.org">competition@nmaoffroad.org</a>	Competition questions
<a href="mailto:pokerruns@nmaoffroad.org">pokerruns@nmaoffroad.org</a>	Poker run series questions
<a href="mailto:volunteer@nmaoffroad.org">volunteer@nmaoffroad.org</a>	Volunteering and trail work
<a href="mailto:webmaster@nmaoffroad.org">webmaster@nmaoffroad.org</a>	Web site questions



# Campfire Tales

by Terry Bibby

It all started right there. A simple Honda part number that has stuck in my brain for the last 40 years. The number represented the small bolts that anchored the rear sprocket to the hub on a Honda CB160.

I was 12 years old and it seemed like I lived at my local Honda dealer; every day after school and every Saturday. All day Saturday.

Those guys were sure lucky to see me that much...

I would just hang out and listen to salesmen selling new and used motorcycles or cars or I'd drift over to the parts department where I would intently listen to any conversation I could (while keeping my own mouth shut, as I really had nothing to offer).

Sometimes I would stand at the open bay doors to the service department and watch all the guys in their white doctor-looking coats working on new and used motorcycles, and of course, the cars.

Burien Honda was then located on 152nd street, almost to 1st avenue. In a few paragraphs I will tell you that I worked there. First though, I will tell you how that happened.

My parents had property on Anderson Island in South Puget Sound, and friends that we would visit there had this stable of Honda 90s. Several were the typical step-thru trail models, but they also had two "S-90s," one red and one black. These had the fuel tank between your knees like a big bike.

The grown-ups would drink and party and then hit hundreds of golf balls out into this large pasture. They had over 50 acres of property overlooking the Sound, several horses, many cows and several bulls.

The object, at least I guessed back then, was either distance or accuracy when hitting the balls into the field. When most of the golf balls were gone, it was time for all the kids to mount up on the Hondas and go retrieve them. I think the adults were paying a penny a piece to get the balls back but I would have paid them for the chance to ride the Hondas! I must have looked like I wanted to ride as I was instructed to pick one of the Hondas and coast down into the pasture and await instruction on how to ride it.

My only riding experience up 'til then was on a friend's Benneli mini bike and the neighbor's Tote Goats. The throttle on the Tote Goat was somehow backward in operation and although warned every time about this, after running into the backyard swingset three times in a row, I was no longer welcome on the Goats.

I of course picked the red S-90. After rocking it back

and forth a few times, and finding what must be neutral, I was off.

Down the hill I went. Fast. Now faster. Now way too fast!

The left hand lever was the back brake on the Benneli as it was on the backward-throttled Tote Goats. It was NOT the back brake on the red Honda. Not even close. I reached the bottom of the slope without crashing but I'm not sure how.

Bill Buchanan was my Dad's friend and the owner of both the property and the Hondas. As a bonus, Bill hated kids. I listened as best I could as Bill shouted instructions to me to get me underway. I would repeat the same cycle.

Start the bike, pull it what I now know is the clutch (and not a brake), put the bike in gear, and promptly stall it. Every cycle of this the bulls would come closer, and that also gave me more incentive to master this new skill. Bill was very patient with me for a registered kid hater and gave me quite a few chances to get up the hill. He finally threw me a bone by telling me if I could get the bike up the hill, he would sell it to me. That was all I needed to hear. I didn't want him to change his mind so I learned quickly. At the expense of some clutch friction material, I finally made it up the hill and Bill came through with His part of the bargain. The price was \$150. Might as well been \$150,000 at age 12, but my dad agreed to split it with me. So at \$2.00 a lawn, and with a summer ahead of me, it felt like I mowed everything this side of the mountains by the time school started. It didn't matter. I had a red Honda "Super 90" in the garage.

I quickly found out that with any habit you need a



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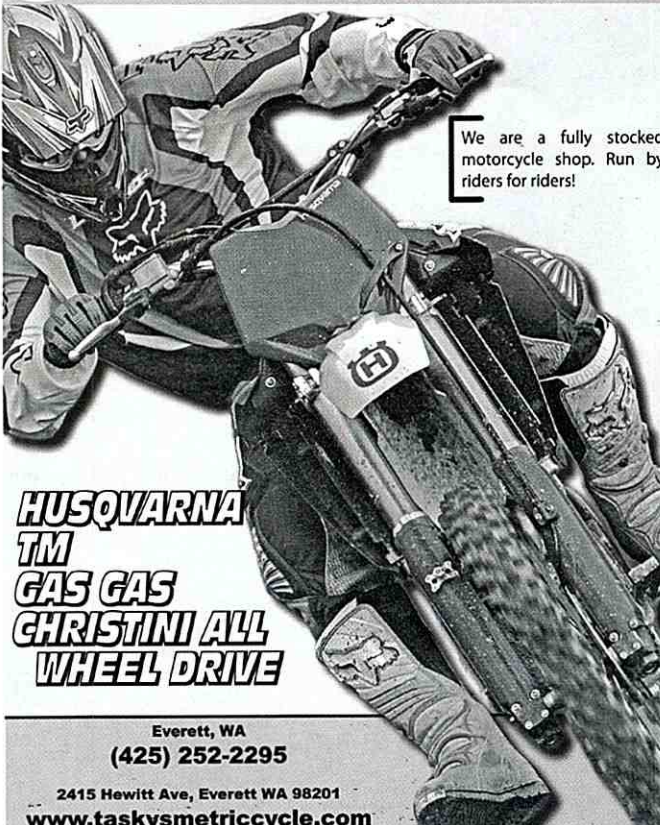


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dealer, and I of course had Burien Honda. I could now talk the talk and walk the walk. I had put 4600 miles on that bike the first summer on that island and had a pretty good idea there were many more miles to come. As soon as I learned that repairs went hand in hand with ownership of a motorcycle, I found I needed more than just a dealer connection. I needed a job at a dealer. Perfect! I needed a job at, you guessed it, at Burien Honda.

I never asked for that job, although I thought about it. One day, out of the blue,



Terry's dream bike. Now which foot works the gas?

(while hanging around after school), the parts manager, a very nice fellow named Terry Kass, told me if I was going to hang around there as much as I did, he was going to show me what a time card looked like. "Come with me," he said. I was so excited and quick-

ly tripped over one of those sand-filled, tall round ash-tray things and knocked it over. Sand was everywhere. Terry gave me the official dumb kid look and told me to punch in first and then "clean that up."

I spent the next five years there, doing what everyone does. Cleaning up, unpacking and stocking parts, cleaning the bathrooms and whatever else I was told to do. I moved into the parts department, and after around two years moved to the service department.

I changed thousands (yes, thousands), of tires and fixed flats, installed fairings, bags, boxes, extended forks, crash bars, sissy bars and assembled new bikes out of the crate. Lots of them! I also picked up and delivered bikes, ran for parts in the official white Ford Econoline van with the 302 and put together motorcycle trailers. Remember "Holsclaw" trailers? The blue and yellow ones? And again, I did whatever else was needed.

I got a great education in those times. There were no Walkmans, no video games, no computers and no cell phones. Just a great group of guys giving this dumb kid a break and a chance to be a part of something that has carried him through life.

Still involved. Still interested. Still riding. Still loving it.

I often go by that pasture where I learned to ride 40 years ago. Bill is gone now. My dad is gone and the bulls are gone. I'll bet there are still some golf balls

there. I may go looking one of these days. Now that I know what that lever on the left handlebar does. ↑



### NMA Events for October '08

- Oct 5 (ORP) Rimrock GP Yakima Valley Dust Dodgers, Rimrock Lake. Ted Micone, 509-972-4702 [www.dust-dodgers.org](http://www.dust-dodgers.org)
- Oct 5 Walker Valley Litter Cleanup Skagit M/C, Walker Valley, Lori Taylor, 360-366-7223
- Oct 12 (ORP) Starvation Ridge GP The Over The Bars Gang, Starvation Ridge. Scott Doubravsky, 509-773-4853, [merland@gorge.net](mailto:merland@gorge.net).
- Oct 18 (ORP) White Knuckle Hare Scrambles Stumpjumper MC, Reiter, Jerry Allen, 425-334-6125; Steve Davies, 206-367-7747
- Oct 18 (PRP) 2nd Annual White Knuckle Night Poker Run Stumpjumper M/C, Reiter, Jerry Allen 425-334-6125, Steve Davies 206-367-7747
- Oct 19 (PRP, 2, 4) Halloween Poker Run River City MC, Tahuya, Elphendahl Staging Area. John, 253-863-6176, [info@rivercitymc.org](mailto:info@rivercitymc.org), or visit our website, <http://www.rivercitymc.org/>.
- Oct 25 25 hrs of Starvation Ridge The Over The Bars Gang, Starvation Ridge. Scott Doubravsky, 509-773-4853, [otbg@gorge.net](mailto:otbg@gorge.net).
- Oct 26 (ORP, 2) Cowbell ISDE MBMC, Walker Valley. Dana Johnson.

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# TWO FOR THE OFF

*Two great events at two infamous race venues*

## Central Vermont H.S.

Chelsea, VT 7/6

It will be epic, and if you miss this one you will be making a big mistake." This was stated by a member of the Montshire Trail Riders club.

The Montshire Trail Riders are not widely known in the NETRA community, as they haven't held any hare scrambles in the last few years. This club as secluded as they are, is actually one of the most historical. The Montshire Trail Rider Club was one of the first clubs to ever hold a NETRA hare scramble in the mid 80's.

This club is more about the joy and fun of riding. But, when the weather is nice and they get really lucky, they hold a hare scramble in Chelsea, VT, that in the past was known to be one of the most enjoyable to ride.

On July 6th of this year, the club held the hare scramble in Chelsea. This race was made possible in collaboration with the Montshire Trail Riders and the two land owners, George Edwards and Mary Riddle. What most may not think about is the sacrifice that these two land owners gave up for us to have this race. Every year when the alfalfa grows, they wait until it is dry enough to cut the crops. This year, by the time the race was scheduled to run, the alfalfa wasn't fully grown. The landowners very graciously decided to cut it early, and sacrifice all the money from the alfalfa to finally hold the race. The event was held on a whopping 700 pristine acres of land that is snuggled in the mountains of Vermont.

The last time this event was held in Chelsea was in the year 2003. Due to the wetness of the land, it had been cancelled for many years. A lot of riders were skeptical of the race even being held and said "Don't get your hopes up." Hare Scramble Coordinator Kenny Law apparently thought otherwise and took a plunge. He rode his bicycle (without a motor) all the way from Rhode Island to Vermont. He left his house on Thursday and arrived mid-day Saturday. Ken logged over two hundred miles.

While everyone was praying for weather to be fair, the reports said that the weekend was to be clear except for Sunday evening. With the good reports, everyone packed up and



Nick Hunter (top) was the overall winner at Central Vermont, while Alden Clark (bottom) took top honors at the Connecticut State.



drove from all over to get to this race. Some riders drove between four and five hours to get there.

Trailboss Ken Robbins put the call out to all club members a few days before the race to burn the track in a little and dry it out before the race on Sunday. Club members were out on Thursday, and even Friday, which was a holiday, to work on the track.

With everyone all hyped up, the event was in full force. During the event the Minis ran a six mile loop for four laps, the C's ran three nine mile laps and the B's, A's, and the AA's ran a ten mile course. The course consisted of some grass track as well as some open wooded sections of the trail, making it a fast and fun ride. This course had a little bit of everything but Fun is the best way to describe it.

At the start riders were treated to some great views of the Vermont mountains. The first few turns were wide grass track with ample room to pass. We were then treated to some barely ridden wide woods trails that were fast and fun. Throughout the race we were being treated to all types of terrain and as soon as you started to get comfortable the track would change again. Trail boss Ken made sure we had many oppor-





by Christy McCullough

# ROAD

## Photos by Ann Gustavson

tunities to have some fast sweeping grass track to pass in and then some tight twisty woods trails to get us off our seats. As all of us riders know, the most aggravating part of riding is getting stuck behind somebody else who is stuck. This track didn't have any of that. No stoppers, and no swearing at each other. Most riders said that the track was a great mix-up of fast and easy, and twisty and tricky.

During the race, riders were flying through the track, and crazy enough, the winner in the AA class was sixteen year old Nick Hunter. He is a member of the Montshire Trail Riders club. The last time this race was held Nick was eleven years old. I'm sure it was a sweet victory for Nick in his hometown debut. Nick battled hard and squeaked his victory over the newcomer, Josh Cennamo, by a whopping two seconds. These two boys kept this race a fun one to watch. Last year's Junior Enduro Big Wheel Champ Sterling Yanke took an impressive first overall in the Novice class. In the Big Wheel class, Patrick Roy showed us another crazy accomplishment. He got a rear flat tire in his first lap of the race, but it didn't slow him down. He rode three more laps with a flat tire and still finished third.

There is no doubt in our mind this was one of the finest hare scrambles that I can remember since I have been involved in NETRA. Great job by the Montshire Trailriders and I hope we get a chance to tackle this gentle giant again in 2009.

After all the years of disappointment due to weather the race was very successful with a show of 336 riders. Everyone had good reviews, and nothing bad to say. Between the awesome track, and even the amazing view from the mountains, this race was definitely "epic."

## Connecticut State Union, CT 7/13

On July 13th, the Connecticut

*Clockwise from left: Sara Neff won the Women's class in both races. Ty Kipp (6011) beat the Big Wheels in Connecticut. If you love hare scrambles, you have to love mayhem in the mud! Jason Klammer (1362) has been ruling the B250 class lately.*

Ramblers held their infamous hare scramble in Union, CT. Through the efforts of the CT Ramblers, the trail bosses, land owner Martin Michalek, and the slightly wet course, this race was always expected to be a success.

Last year during this event there were some issues involving rider safety and gear. As long sleeve shirts and eye protection are both NETRA rules, they are not always followed. At this event last year there were some guys riding with nothing but a chest protector, and some even with shorts! These people were being pulled off the track due to their lack of clothing, and that's just not worth the







John Fahey won the A 250 at Connecticut State.

waste of lap time. The land owner is one man who does not tolerate the nonsense of improper gear. During the Junior Enduro race the day prior to the hare scramble he was going down the lines with a stick poking everyone in the eyes making sure they had lenses in their goggles. It's easy to say—just don't wear short sleeves or shorts to Michalek's!

Central Vermont H.S. Overall Champion		
Hunter, Nicholas	KTM	
AA		
1. Cennamo, Josh	Hon	
2. Santhoson III, Bob	Kaw	
3. Clark, Alden	Suz	
4. Lis, DJ	KTM	
5. Senecal, Jim	Gas	
A200		
1. Baker, Dennis	Suz	
2. Matulonis, Tracy	KTM	
3. Obuchon, Matt	KTM	
4. Levesque, Shawn	KTM	
5. Johnson, Adam	Yam	
A250		
1. Stevenson, Reggie	KTM	
2. Gosselin, Jonathon	Yam	
3. Mallory, Alex	Kaw	
4. Fahey, John	Yam	
5. Simone, Chase	Yam	
A Open		
1. Hackett, Josh	KTM	
2. Smith, Robert C	KTM	
3. Clarke, Adam	Yam	
4. Hubbard, Nathan	Yam	
5. Matteau II, Peter	Gas	
A Senior		
1. Mears, Marty	KTM	
2. Hansen, Douglas	Hon	
3. Netelkos, Chris	Suz	
4. McIntyre, John	Yam	
5. Blei, Rick	KTM	
A Veteran		
1. Cretsinger, David	Hon	
2. Sherman, Douglas	Hon	
3. Erdmann, Thomas	Hon	
4. Kessler, Joseph	Yam	
5. Ebacher, Yves	KTM	

B200		
1. Buckley, Chad	Yam	
2. Harkness Jr, Will D	KTM	
3. Salo, Justin	KTM	
4. Gustavson, Benjamin	Yam	
5. Senecal, Dave	KTM	
B250		
1. Klammer, Jason P	KTM	
2. Pratt, Elliot	Yam	
3. Roy, Brendan	KTM	
4. Buskey, Alex	KTM	
5. Desrosiers, Eric	KTM	
B Open		
1. Whitten, David	KTM	
2. Beaudoin, Zach		
3. Plaza, Aaron	KTM	
4. Ilves, Edward	KTM	
5. Hallett, Cody	Hon	
B Senior		
1. Bartocetti, Rick	Suz	
2. Bienvenue, Mark	KTM	
3. French, Joseph	KTM	
4. Townsend, Michael	KTM	
5. Gosselin, Benoit	KTM	
B Veteran		
1. Odell, Jeff	KTM	
2. Macburnie, Justin	Yam	
3. Kaminski, Colin T	KTM	
4. Knox, Chris	KTM	
5. Matulonis, Sean	KTM	
C125		
1. Torian, Peter	Yam	
2. Fitzgerald, Kevin	KTM	
3. Coleman, David	Hon	
4. Contillo, Stephen	KTM	
5. Gruffs, Frank	Hon	
C200		
1. Gallup, Colby	Kaw	
2. Rackowski, Bryan	KTM	
3. Ciccariello, Matt	KTM	
4. Johnston, Luke	Hon	
5. Lewonis, Brian	KTM	
C250		
1. Yanke, Sterling	Kaw	
2. Sylvester, Matt	Kaw	
3. Whitehead, Bryan	Hon	
4. Anthony, Cody	Yam	
5. Malouin, Chris	Hon	
C Four-Stroke		
1. Freeman, Scotty	Hon	
2. Whitcomb, Randy Jr	KTM	
3. Whitcomb, Shane	KTM	
4. Lefevre, Michael	KTM	
5. Edwards, Robert	Kaw	
C Open		
1. Watson Jr, Chet	Yam	
2. Frye, Matthew	KTM	
3. Cummings, Paul	KTM	
4. Reagan, Ryan	KTM	
5. Charron, Jeff	Yam	
C Senior		
1. Johnson, James	KTM	
2. Willard, Frank	Yam	
3. Roberge, James	KTM	
4. Durivage, Randy	KTM	
5. Smith, Cris	Yam	
C Veteran		
1. Purcell, Bryan	Kaw	
2. Greenslet, Chad	Hon	
3. Grassie, Eryk	Hon	
4. Toth, Michael	Hon	
5. Rackham, Kurt E	Hon	
Masters		
1. Tyer, Jay	KTM	
2. Buskey, Wil	KTM	
3. Simeon, Thomas	Yam	
4. Levesque, Tom	KTM	
5. Tucker, Allen	KTM	
Sportsman		
1. Brundige, Ron	Gas	
2. Saccoccio, Lou	Yam	
3. Evans, Scott	KTM	
4. Simone, Douglas	Gas	
5. Riordan, William	KTM	
Super Senior		
1. Bonville, Alfred	KTM	
2. Dunn, John	Hus	
3. Prange, Robin	KTM	
4. Leonard, Kevin	Gas	
Women		
1. Neff, Sarah	Yam	
2. White, Meagan	Hon	
3. Kaminski, Karyn	KTM	
4. Silvia, Dawn	KTM	
5. Skinner, Taran	Suz	
Big Wheel		
1. Garmley, Dillan J	Kaw	
2. Kipp, Ty	KTM	
3. Roy, Patrick	KTM	
4. Corcoran, Dylan	Hon	
5. Cote, Dakota	Yam	
Mini		
1. Thomas, Tanner	Suz	
2. Soucy, Collin	Kaw	
3. Riordan, Brendan	KTM	
4. Jackson, Anthony	Yam	
5. Lewis, Adam	Kaw	
Mini B		
1. Mossey, Zachary	Suz	
2. Faber, Rob	Hon	
3. Saccoccio, Nick	Kaw	
4. Hooper, Greyden	Hon	
5. Albowicz, Connor	Suz	
Mini Girls		
1. Fischer, Amy	Hon	
2. Luketich, Megan	Kaw	
3. Hery, Chelsea	Hon	

Trail boss James Stremper Jr. announced that the track was looking

great just a week in advance to the race. The only thing they were hoping for was a little bit of rain to

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<b>Connecticut State H.S. Overall Champion</b> Clark, Alden Suz		<b>B 200</b> 1. Girroir, Steven Kaw 2. Langill, Kenneth KTM 3. Salo, Justin KTM		<b>C 250</b> 1. Fogle, Paul T. Hon 2. Sweeney, Mark Suz 3. Wild, Edmund Hon 4. Pelletier, Eric Yam 5. Malouin, Chris Hon		<b>1. Brundige, Ron Gas</b> <b>2. Jones, David KTM</b> <b>3. Evans, Scott KTM</b> <b>4. Payne Jr, Charles Yam</b>	
<b>AA</b> 1. Hunter, Nicholas KTM 2. DeCosta, Scott Suz 3. Senecal, Jim Gas 4. Santhoson III, Bob Kaw 5. Cennamo, Josh Hon		<b>B 250</b> 1. Klammer, Jason P KTM 2. Copeland, Sean KTM 3. Pratt, Elliot Yam 4. Lheureux, Keith KTM 5. Heins, Jake Suz		<b>C Four-Stroke</b> 1. Mooney, Gregory Kaw 2. Squires, Peter KTM 3. Schulz, Frederick Kaw 4. Lefevre, Michael KTM 5. Lajeunesse, Adam Yam		<b>Super Senior</b> 1. White, Robert Hon 2. Mikalson, Gary Yam 3. Leonard, Kevin Gas 4. Caouette, Paul R. Kaw 5. Doherty, David Kaw	
<b>A 200</b> 1. Acton, Andrew Yam 2. Levesque, Shawn KTM 3. Bushey, Michael Yam 4. Hesser, Robert KTM 5. Silva, James Jr. KTM		<b>B Open</b> 1. Whitten, David KTM 2. Hallett, Cody Hon 3. Rogala, John KTM 4. Beaudoin, Zach KTM 5. Plaza, Aaron KTM		<b>C Open</b> 1. Reagan, Ryan KTM 2. Watson Jr, Chet Yam 3. Cummings, Paul KTM 4. Amancio, Sirle KTM 5. Masterson, Nicholas Gas		<b>Women</b> 1. Neff, Sarah Yam 2. Silvia, Dawn KTM 3. Skinner, Taran Suz 4. Fahey, Laura KTM	
<b>A 250</b> 1. Fahey, John Yam 2. Gosselin, Jonathan Yam 3. Koehler, Aaron KTM 4. Cicciariello, Brian KTM 5. Silvia, Larry KTM		<b>B Senior</b> 1. Bartocetti, Rick Hon 2. Todd, Robert KTM 3. Ebstein Jr, Alan KTM 4. Gosselin, Benoit KTM 5. Bienvenue, Mark KTM		<b>C Senior</b> 1. Roberge, James KTM 2. Johnson, James KTM 3. Willard, Frank Yam 4. Harriman, John Hus 5. Goodale, Alan KTM		<b>Big Wheel</b> 1. Kipp, Ty KTM 2. Roy, Patrick KTM 3. Corcoran, Dylan Hon 4. McCullough, Nick Hon 5. Johnston, Cameron Kaw	
<b>A Open</b> 1. Swistro, TJ Hon 2. Matteau II, Peter Gas 3. Viggiano, Adam KTM 4. Smith, Robert C KTM 5. Hackett, Josh KTM		<b>B Veteran</b> 1. Odell, Jeff KTM 2. Macburnie, Justin Yam 3. White, Paul Suz 4. Knox, Chris KTM 5. Lussier, Ron KTM		<b>C Veteran</b> 1. Purcell, Bryan KTM 2. Duclos, Tim Kaw 3. Toth, Michael Hon 4. Greenslet, Chad Kaw 5. Vezina, Jody Yam		<b>Mini</b> 1. Kelley, Benjamin Kaw 2. Soucy, Collin Kaw 3. Toth, Joshua Hon 4. Riordan, Brendan KTM 5. Jackson, Anthony Yam	
<b>A Senior</b> 1. Mears, Marty KTM 2. Call, Duane KTM 3. Blei, Rick KTM 4. Hansen, Douglas Hon 5. McIntyre, John Yam		<b>C 125</b> 1. Palmer, Nathan Hon 2. Stadig, Ian Kaw 3. Fitzgerald, Kevin KTM 4. Lheureux, Jeremy Hon 5. Newell, Nicholas Hon		<b>Masters</b> 1. Simeon, Thomas Yam 2. Tyer, Jay KTM 3. Levesque, Tom KTM 4. Moiseff, Irwin Hon		<b>Mini B</b> 1. Savage, Andrew Kaw 2. Griffin, Jordan Suz 3. Zins, Zacharey KTM 4. Wood Jr, Rick A 5. Vymola, Baylen Hon	
<b>A Veteran</b> 1. Cretsinger, David Hon 2. Madore, Jerry Yam 3. Simeon, Bob KTM 4. Nelson, Daniel Yam 5. Sherman, Douglas Hon		<b>C 200</b> 1. Rackowski, Bryan KTM 2. Cicciariello, Matt KTM		<b>Sportsmen</b>		<b>Mini Girls</b> 1. Hery, Chelsea Hon 2. Luketich, Megan Kaw	

keep the dust down. James also said that the track was changed up a little. The start was to be very dif-

ferent, and probably a lot faster. Not only did the start of the track change, but little did some riders

know, the track was to be run backwards. This left room for many unfamiliar turns, and many unexpected falls.

As everyone knows, Union is largely known for its water crossing. Many people spent time before the race to tape up their air boxes up to avoid drowning out the bikes. Trail boss James said that the water wasn't too deep during the Junior Enduro race, but some people were still skeptical. "I'd put a snorkel on my helmet if I were you," says Joe French, a member of the CT Ramblers.

With the event in full swing, riders headed out into the woods with pretty high expectations. The riders said that the track consisted of some slippery rocky sections, and the very obvious wetness. Surprisingly, most of the riders said that the water crossing wasn't as deep or as bad as they had expected. As the race rolled on, the rocks seemed to be taking a toll on some of the racers' machines as more and more bikes were showing up with flat tires.

Even though this race was tough, it led a lot of riders to higher classes. In the AA class Alden Clark took his first overall this year. Following behind him was Nick Hunter, 56 seconds later. In the B250 class Jason Klammer finished in seventh overall, which sent him up to his debut in the A250 class. Also, in the B-Open class, Dave Whitten took the win for his fifth consecutive time and moved up to A-Open.

Overall this race was a success. With the change of the course this year, it gave things a twist, but a good twist. Riders were happy with the event, and surprisingly snorkels weren't needed.

Christy, Nick, Jason, and Dad ↑



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# RIDING WITH THE LE

*Trying to keep up with Scot Harden on his own turf*

I got to go on a KTM Adventure Tour of the Mojave desert in May. They made it simple, fly into Las Vegas and take the shuttle to the South Point Hotel and Casino.

Ahhhhh Las Vegas, home of the Mint 400. This is where Hunter Thompson got started all those years ago. Vincent Black Shadow and the Mint 400. Man, that brings back the flashbacks the government promised.

Scot Harden and crew met us at the South Point, with a trailer full of nice new bikes and plenty of parts and peripherals to make for a good trip. We were a group of mixed skill levels and ages. From over 50 years of riding experience to one year experience. It all worked out well in the end and we had a great time. I'll tell you about it here.

We headed south out of Vegas and picked up on the Vegas to Reno race course, then we turned onto the old Mint 400 course. It looked just like the Reno course, which looked just like the Barstow to Vegas course, which looked just like everything else we rode the first day. Don't get me wrong, I like riding in the desert. The differences might be subtle, but the vast expanses of land covered 21 inches at a time is fascinating.

I had been volunteered to run sweep for the first part of the ride, which was a fine spot to be. We took a short break in Primm, Nevada, and Scot motioned for me to ride beside him on the next section of road. No dust, you know?



We were paralleling the railroad to Nipton about 20 miles down the road. Holy smoke! I would have ridden this road at 60mph to 65mph. It was a nice easy road, gravel with an occasional turn or dip. Well, Scot rides at a different level than I do. Remember he is a multi-time Baja winner, Mint 400 winner, Barstow to Vegas champ, every major off road race in the west or world for that matter. Scot is the king of speed.

On a straight easy section I glanced down at my speedometer. 93mph! I was wringing my 530 KTM out in top gear. I was way above my comfort and skill level, but if I fell back just a few feet behind Scot, the gravel shower being thrown from his bike would have killed me. Can you imagine the roost off a 450 KTM at 93mph plus? I had to keep going wide open.

So this is the speed the desert guys run out here, this is the speed legends are made of. Scot would be legendary for running these speeds and above! Scot has recently been nominated for the AMA Hall

of Fame for speeds just like this. Oh my God, am I out of my element. I'm happy trying to average 24mph and know full well I can't do that! 93 and above is mind boggling! Wringing the guts out of a 530 is mind boggling! The whole thing was a flash and a blur. Hunter Thompson had no idea.

Eventually we reached the little town of Nipton, California, it's about five buildings, 20 junked cars and a intersection between a black top road and a double set of railroad tracks. Nipton was going to be headquarters for the next couple of days. We stayed in refurbished 1920s rooms or quaint tent cabins. I was in a tent cabin, wood floor and walls with a canvas top, very nice and comfortable.

Remember the double railroad tracks I mentioned? Well, they were active, very active, moving freight in both directions. Moving west would be trains packed full of military vehicles, moving east would be hundreds of containers marked China. There would be a whole story on just the freight that raced through Nipton, but save that for the railroad buffs.

At night you could see the eastbound trains approaching from over 20 miles away. Just a tiny headlight moving around the valley, then after a long, long wait, that train would come racing through camp at 50mph! Full whistle, full steam, full noise. Remarkably, after a few of these trains racing by, you could sleep right through them.





by Charlie Williams

# GENDS

We went out for a late afternoon ride, this is where something terrible happened. Scot went down and tore the muscle from the bone in his elbow! He had recently had surgery on his elbow to remove bone spurs. But this was something different and very painful. I don't figure being a Dakar

finisher and Baja winner you show pain very much, but you could tell Scot was hurt and hurt bad. He eventually had to have corrective surgery to repair the damage to his elbow. But for now we were without leader.

The thing about Scot getting hurt is it proves that he is human. The fact that he is human makes all his accomplishments even greater.

Lucky for our group, Scot's brother in law Jack Johnson was on this trip too. Jack is quite famous for his exploits in the desert. Scot may be more famous, but Jack is a badass too.

Scot, now too injured to ride, took over driving the truck and you could tell this just killed him. He claimed to have ridden every mile of every tour he had directed, but this injury was too serious.

Jack is well aquatinted with this area, and with some coaching from Scot we were able to do the planned route without any problems. Plus, we also had Scot's oldest son Brent Harden along, so we

were well looked after even with our leader back in the truck. In fact, the whole attitude of the trip changed. Where before Scot's injury we had been on a racing tour, seeing all the old race courses and hearing old race stories. It just happened that once Jack started leading the tour, we crossed an imaginary line into the Mojave Preserve. The Mojave Preserve is a pristine area, there are no race courses, no whoops, just nice sand roads and unspoiled scenery. The tour went from a pissing contest to a tour.

I made this line up in my head: "Making good time." This means going fast and making good time. Now add one letter to this sentence: "Making 'A' good time." This means something completely different. We were now making a good time and the whole attitude of the group changed. Pecking order gone, pissing contest gone, we were on a tour now and we all rode relaxed and having fun.

Not that we didn't enjoy riding with Scot. We would have experienced the same

change crossing into the preserve even if Scot had been leading. Plus, Scot knew a lot more history and facts that Jack or Brent didn't know.

Brent was funny. After admitting he didn't know for several questions, he started making up answers! I forget what the question was, but Brent, as an answer, told the whole story of Blazing Saddles, the railroad, the quicksand, the town of Rock Ridge, the sheriff, but when he mentioned Mongo, we all knew it was a joke. It was funny as hell too, and it worked, because we all forgot what the question was!

Back at camp, it was decided we would go for another evening ride. There were some good trails in the mountains just outside of Nipton. We slipped from "tour" mentality back to "race" dis-mentality for this one.

Jack was leading, then New Hampshire Ron, then me. Jack was gone in a split second and I caught Ron in some really tight stuff, he eased up and let me by. Jack must have eased off too, because I was able to reel him back in a little. Then we hit some open sand and Jack must have realized I was back there because he put it down again.

I was going so fast on this old vague two track road. I was just cueing off Jack and the 530 was wound out in fourth gear. Jack was pulling away

## Hall of Famer

KTM's Scot Harden Inducted  
into Motorcycle Hall of Fame  
(Press Release from KTM)

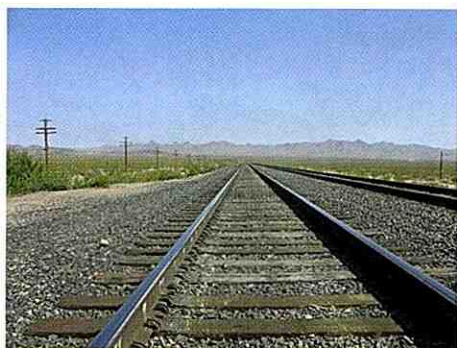
KTM is proud to recognize its own, Scot Harden, for the recent announcement of his induction into the Motorcycle Hall of Fame for this year's Class of 2008.

Harden will be joined by five other industry icons on October 11, 2008 in Columbus, OH for the annual induction ceremony.

In his 35 years of working on, with and racing motorcycles, Harden has become one of off-road racing's most well-known champions. Amongst his racing accomplishments Harden has collected 3 Baja 1000 Championships, 3 Baja 500 Championships, 3 ISDE medals, and 2 SCORE International Championships. He also won the 1987 Djerba 500 Rally - Tunisia and Rallye de Atlas in Morocco. In addition, Harden was a member of the 2004 Red Bull KTM Dakar Rally Team.

Aside from his racing achievements Harden has helped many other accomplished riders including Dan Smith, Danny Hamel, Russ Pearson and his two sons Brent and Brock. His dedication to his work shows in a long list of executive sales and marketing management roles he has held at prestigious motorcycle manufacturing firms, including for the past 20 years, KTM. In addition to his current role as Director of KTM Adventure Tours, Harden has also served as the Team Manager for the Red Bull KTM USA Dakar Team and is President of his own company Harden Off-Road where he helps riders from all backgrounds realize their off-road adventure dreams.

Harden is deserving of this honor as he is amongst the most significant members of the motorcycling community who have played a vital role in shaping the sport and business of motorcycling. His induction into the Motorcycle Hall of Fame will ensure his hard work and dedication remains recognized within the motorcycling community for many years to come. Congratulations Scot, on all of your achievements!







and I had the advantage of following him. We got back in some tight stuff again and I made up a little time. There is something about riding a borrowed bike through a rock garden that makes things a little easier for me. When we finally stopped we were laughing and giggling like kids and it was a long time before the rest of the group showed up.

While we were sitting there, Jack told me about riding Baja last year. Listen to this story.

It was about one a.m. and Jack was catching another bike in the dark and dust. It turns out it was Travis Pastrana he was catching. Well, the dust was thick so Jack had turned off all but one of his lights, the one that pointed down at the fender. He could not see, so Jack was watching the GPS screen on his bike to tell where the turns were. Let me add he was running 90mph at the time. So picture yourself 90mph in the dark and dust, reading your GPS. He could tell about when a turn was coming up from the GPS and continued to catch Pastrana. Once Jack got up close enough to be out of Pastranas dust but still behind and beside him, Jack flipped



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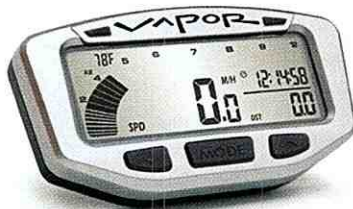
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the switch and turned on all his lights. This scared the crap out of Pastrana, who figured he was out here alone. Travis just sat up and let Jack ride by. Pretty amazing, huh?

Don't let me forget to tell you about Brent Harden, who is a racer too. Just a week before he had finished fourth overall in a National Hare and Hound in Lucerne Valley, California. That would take some serious speed.

On the last day we were riding back towards Vegas and stopped to play around on a dry lake bed. 100mph was easy, donuts galore, wheelies, skids, grown up kids. Brent laid out a track going around a bunch of sage brush and soon we were all racing.

Sure Brent was the fastest, no contest there, so I cut the track and now I had the lead. Brent was chasing and we were going at it hard. Brent passed me for the lead, but two turns later I passed him back! I promptly quit. Brent was just shaking his head, he knew I would tell this story here in the magazine where dozens of people could read about it. Great fun!

The trip was a great time and I got to see all sorts of places I would never gotten to see. If you have ever dreamed of seeing the Mint 400 course, or the B to V or the V to R courses, this was a great way of doing it. You need to go to [www.harden-offroad.com](http://www.harden-offroad.com) to find out more about your trip with the legend. ↑



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* Round 3 September 13	Florence, SC
Round 4 September 27	Denver, CO
Round 5 October 4	Columbus, OH
Round 6 November 15	Las Vegas, NV

\* Florence Civic Center, 3300 W. Radio Drive, Florence, SC 29501



# TOUGH BUT FUN

*Riding the ECEA's favorite rock runs*

## Barbed Wire Enduro

Fassett, PA 7/13

**S**outhern Tier Enduro Riders (STER) presented their thirty-third Barbed Wire enduro on July 13 in Fassett, PA. This year's Barbed Wire would be seventy-one ground miles broken into two loops. The first loop would be just over thirty-six miles and the second loop would be just less than thirty-five miles. The first loop would bring the riders back to the start/finish area so there was no need for a gas truck or pit crew.

The fun at Barbed Wire starts on Saturday with tech inspection. I use the term tech inspection loosely. The club does check to ensure you have your paperwork and your bike is legal for the enduro, but the fun lies with the riding test they put you through. This year STER ribboned off a little tight snail course. Riders were sent in with a cheer from their fellow riders and asked to complete the snail without dabbing a foot. Balance, throttle and clutch control were all needed to get through without dabbing and being sent back through for a second try. No worries about not making it through without dabbing, because in the end it's all for fun.

To add to the fun, there was dynamite buried in the trail. Yes, actual dynamite. Northern Pennsylvania is going through a natural gas boom. Gas companies are leasing the land and searching for natural gas pockets. From my limited understanding of the process, gas companies set off small charges of dynamite twenty five feet below the surface to detect large gas pockets. The gas companies have been very active in the Fassett, PA, area and used most of the trail to access the more remote parts of the woods and to easily bury their charges. The dynamite was strung together with what looks like extension cords. Southern Tier Enduro Riders did a great job either marking the trail where the charges were buried or hanging the extension cord high in the trees and off the trail.

Over the last few years STER has worked very hard to improve an already great enduro. Their terrain offers a lot of off-camber trails, and if the weather turns it can be extremely challenging. They have gone back and looked at their terrain and how it relates to the speed averages and resets. What has resulted from the changes is one of the best enduros in the East Coast Enduro Association (ECEA) that will challenge the A riders and give the C riders a great chance at finishing.

A few of the AMA national enduro guys showed up at Barbed Wire to get in some practice and work on bike setup for the upcoming national enduro in Blaine the next week. I had the opportunity to ride with Mike Lafferty at Barbed Wire. Correction, I had the opportunity to ride on the same minute with Mike. Saying I was riding with Mike might imply I was able to see



Jeff Melik is making a dent in the ECEA these days, with wins in both Barbed Wire and Rattlesnake. Right: Jack Lafferty Jr. is still plugging away, with a very close second at Rattlesnake.

him for more than the first three seconds of every section. Riding on the same minute with the current National Enduro Champ made my day much easier. I didn't have to think about where the check-ins might be or if I needed to ride possibles. All I needed to do was follow Mike into the checks and ride. If I happen to catch him I knew he was timekeeping and I would just fall in line. That never happened.

The first section was three and half miles of nice flowing trail. The section offered a little bit of everything from loamy dirt to a short run down a dry stream bed. The trail wasn't too tight or too rocky and was a great warm-up for the day.

From there it was a free-time trail ride to the next section and the start control. The club has done a great job at making some of their technical off camber free time. This way if the weather turns ugly riders aren't racing through these sections. You still get the chance to ride the off camber but don't need to worry about a check.

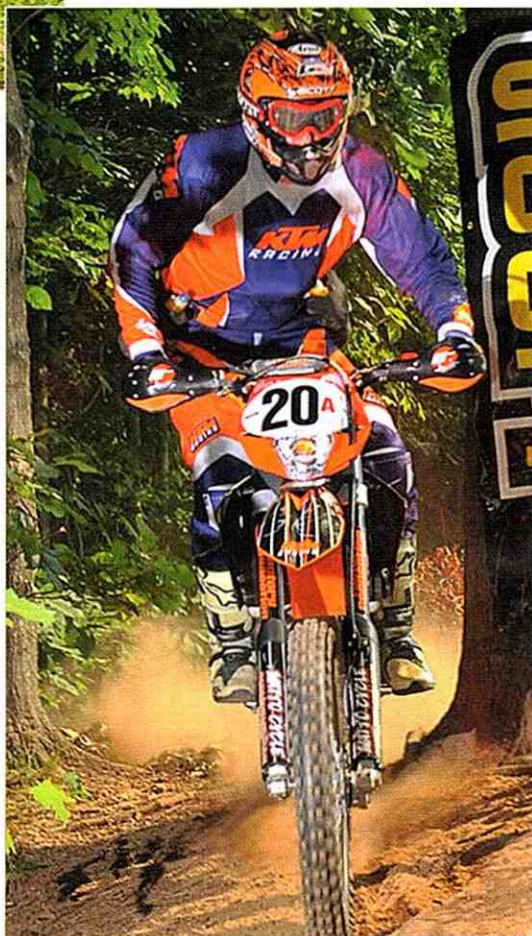
The start control began what would be a six and a half mile piece. The first few miles of the section were open and fast and even at twenty four miles

per hour the AA riders had to be careful not to ride too hot. After the section Mike was talking about his missed flip. At the three mile mark of the section he was over a minute hot. Knowing there could be a check at any possible after the three mile point he stopped and sat for nearly a minute before continuing. There wouldn't be a check for another three plus miles. The trail would become more tight and technical and he ended up missing the flip by seven seconds.

The JART Chart showed a possible check-in at the next possible after the reset. With this knowledge riders were leaving the reset on time. The check-in ended up being a couple miles of trail from the reset. Most riders hit the check-in one or two minutes late. This section would be the longest of the day and totaled ten-plus miles. With a speed change from twenty four to twenty six miles per hour and the fact most riders checked in late meant they had to stay focused and concentrate on their riding and not the time they lost at the check-in. Riders were rewarded with a healthy reset and thirty minute pause after this section.

The second loop would be more rocky and rooty than the first loop and started off with a three mile section. Along with the terrain getting tougher the

**Photos by Mark Kariya**





threat of rain gave way and the rain came down very hard at times. The rain would change the complexity of the enduro and give the riders on the later minutes some especially slippery trail.

Riders had a choice to make leaving the reset. They could choose to attempt The Slide or take the alternate route around it. The Slide is a very steep, slippery, technical hill. This year the land owner cleared the underbrush from the hill, which made it a little easier and offered a great spectator point. As The Slide is free time, many riders took the opportunity and gave it a run. Some were successful and some weren't, but either way it was fun to watch.

The next section would be another three plus miles. This piece is traditionally wet and slick and combined



*The fireworks show at the Rattlesnake is quickly becoming legend in the ECEA. Many riders make a long camping weekend out of this enduro.*

with the rain that fell was extremely greasy in spots.

The rain had come down in heavy spurts and stopped as most riders entered the last piece of the day. The last section would be five plus miles of trail to the known control.

Jeff Melik and Mike Lafferty both dropped elevens with the overall going to Jeff on emergency seconds. Brian Melik took High Point A with a score of eighteen. With a score of 34, Michael Trauch captured High Point B and Kenny Ham was the fastest C rider with a 53 point card.

## Rattlesnake Enduro

*Cross Forks, PA 7/27*

Brandywine Enduro Riders' (BER) hosted their annual Rattlesnake enduro in mid-July. Once again the enduro started and finished at Quiet Oaks Campground in Cross Forks, PA. Despite the high gas prices and the long drive, Rattlesnake is worth the trip. Brandywine Enduro Riders' puts on one of the best "rock runs" in the East Coast Enduro Association (ECEA) and was awarded enduro of the year in 2007. With two distinct types of terrain (sand and rock) within the ECEA, Rattlesnake would be considered a "rock run." However, this is probably the least rocky "rock run" and a great event for riders looking to try



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the rocks.

Many riders in the association have started to build mini vacations around Rattlesnake. Riders start showing up as early as Thursday and extending their stays through Monday. If you have a dual sport bike or want to ride some fantastic twisty back roads, throw your dual sport or street bike in the truck and head up early. You won't be disappointed and you won't be alone.

The club understands that most riders are coming from four-plus hours and goes the extra mile not only to give riders a great enduro but some added entertainment. The club's fireworks show gets better every year and this year's show was over the top. I wouldn't hesitate to say the show would rival many firework shows from some of the small towns throughout the area.

One thing that makes Rattlesnake great is the grass track they start and finish the enduro with. The campground would be hosting a car show the following week and asked BER not to use the entire field for their grass track this year. Even though the grass track was shortened you wouldn't know it, and the fun factor was as high as ever.

As mentioned above the enduro starts and ends on BER's famous grass track. A quick look at the roll chart would let you know the first section was going to be four miles long. With a thirty mile per hour speed average, riders were racing from the start.

Another thing I have come to like about Rattlesnake is the transport section from the campground to



There's a great view at the Rattlesnake, but also a great grass track.

Sproul State Forest. The majority of the event is held in Sproul State Forest, and the twelve mile scenic dual sport ride there is one of the highlights.

With a twelve mile ride to the second section riders are eager to hit the trail and twist the throttle. The section would be nearly seven miles of single track. No rain fell at the campground but thunderstorms did roll through the area Saturday night, leaving most of the course a little greasy. Riders would get their first taste of this in this section. After this piece riders were given a large reset at the gas available.

After the gas available BER used Start Controls to check riders into the next two sections. Both sections were just shy of five miles and had a great flow, allow-

ing riders to find their rhythm.

Before you knew it you had blasted through the last two sections and were at the next gas available. From the gas available it was a short road ride to the start of the fifth section. The fifth piece would be five and a half miles. This would be the most difficult section of the day with the trail being the rockiest and slickest of the day. Riders had to stay focused as the last mile of the section turned very slick.

From here riders rode the twelve miles back to the start/finish and the last piece of the day. The sixth and final section would be the same four mile piece riders started the day with, but run backwards. Finishing on the grass track is a great way to finish the enduro.

The Brandywine Enduro Riders gave riders a great mix of single track, two track, and technical trail. This year's event seemed to be a little rockier than past years, but that was probably attributed to the rain that fell

Saturday night. One of the C riders I spoke with after the event said it perfectly. He said, "They beat us up enough to let us know we were riding an enduro, but not so much as to take the fun out of the event. I can't wait to do it all again next year." Brandywine Enduro Riders' did a great job of adding enough difficulty to the trail to let you know you were riding an enduro, but not so much to put riders into survival mode.

Jeff Melick edged out Jack Lafferty, Jr. to take the overall with a score of twenty-four. Hi-Point A and fifth overall went to Joe Giordano with a score of twenty-seven. Michael Trauch carded a thirty-seven and earned Hi-Point B. With a fifty-three, Chris Semus was the fastest C rider for the day. ▲

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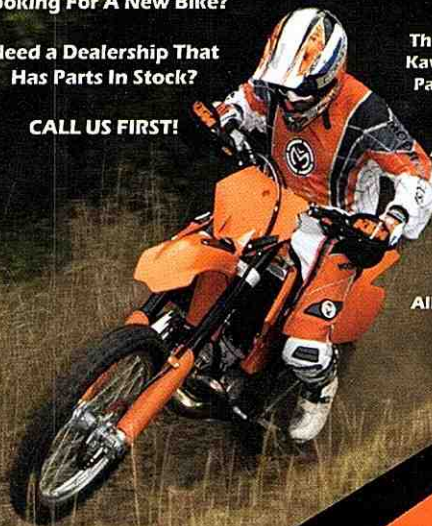


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# THE EARLY YEARS

*A few chapters from the life of Billy Uhl*

**A**s I ponder the honor of being named a Cross-Country Legend, I'm humbled by the thought. I only rode dirt bikes because they touched my heart so deeply that all I wanted to do was ride my bike.

I never gave it a thought to focus on being good. I didn't worry about the science behind riding. I just rode because I loved it. You know that feeling!

Because this honor is based on my past, I thought I'd share with you a few unknown facts—events that led to the beginning of my racing career.

## The Early Days

I first started to ride at age five or six, by sitting in front of my dad on the gas tank and holding onto the handlebars. Years later, as Senior Instructor for OHV Training<sup>3</sup>, I understand the science of what happened.

During fun times with Pa, my body tissue created a memory of the movements of the bike between my legs. This gave me a head start when it came time for me to ride on my own. My body had become used to the movement of the bike, so I just took off riding. However, there was a problem. There were no bikes built for kids. Young kids just didn't ride in the late 1950s.

My first bike was a Harley 125cc two-stroke. Sound good? At age nine, my feet barely reached the foot pegs, so reaching the ground wasn't even a possibility.

Even if my feet had reached the ground, I wasn't big enough to hold up the weight of the bike. So when it was time to stop, I just rode up alongside a cut bank close to where my parents were and fell over against the bank.

Then I'd ask for help to get going again. This got old fast for my parents. They sold the bike in their small bike shop after only two outings and told me one day, when I was bigger, I'd be able to ride on my own.

This crushed me because two days was all it took to get me hooked on this thing called bike riding. It would be one long year before the next bike would come along. It was an Allstate 125cc with a three-speed shift on the handlebars.

I had grown, but the bike was still too big. In the meantime, my bicycle took a thrashing as I pushed its limits with no suspension while developing the feeling for riding on two wheels.

## Breakthrough

My parents' bike shop expanded from only carrying Maico to selling a new motorcycle imported from Japan by a company called Honda, which specialized in road bikes of all sizes. The key here is all sizes. They had a little basic commuter bike for around town that was built like a girl's bicycle. There was no gas tank between your knees, just space. It had plastic leg shields to help keep the rain off, flat pressed-metal handlebars, and an automatic clutch, something I hadn't seen before.

It looked really funny for the U.S. market. But my

dad, Herb, could see beyond the plastic and unusual looks to the core of the potential of this new bike. He saw how a need could be met.

Within weeks, he had hired a retired machinist to hand-make 72-tooth rear sprockets for the bike. They stripped the bike down and put regular handlebars and knobby tires on it. Pa set up his own little assem-

blage of the small trail bike, because he thought outside the box.

I remember the day Pa sold one of the 50s to the local preacher. Mainstream people had become hooked on small motorcycles. Pa's little shop in Idaho was selling more of these 50cc Honda bikes than all of the large Honda dealers in California put together.

This piqued the interest of Jack McCormack at Honda. Jack was eager to know how a small dealer in Podunk, Idaho, was out-selling his large dealers, so Jack picked up the phone and called Pa.

The conversation totally surprised Jack. What the heck was a trail bike? Jack had never thought of such a thing. After a lengthy discussion, Jack requested one of Pa's conversion kits so he could try the idea himself.

Jack quickly perceived the potential of this new invention. He sent a bike made from Pa's kit to Honda in Japan to see about getting the new idea into mass production. Honda jumped on the idea.

This started the small bike industry that has led to what you and I ride today. Yamaha, Suzuki, Kawasaki, Bridgestone, and Yamaguchi motorcycle manufacturers scrambled to come up with a competitive product. The race was on. Intense competition is still driving the market as each manufacturer tries to outperform the others.

## Let's Start Riding!

Back in Idaho, my time had finally come. The 50cc step-through prototype trail bike was the first bike I could really ride on my own. I could start the engine, get going on my own, pick the bike up when I fell, and stop when and where I wanted to. Freedom at last!

I gradually built my confidence as I challenged myself, because I was so in love with riding. No one was watching 98 percent of the time, so a special feeling came over me when I was riding. You know, the kind of feeling that you don't want to confine in a box of words because you're afraid the words might limit your ecstasy.

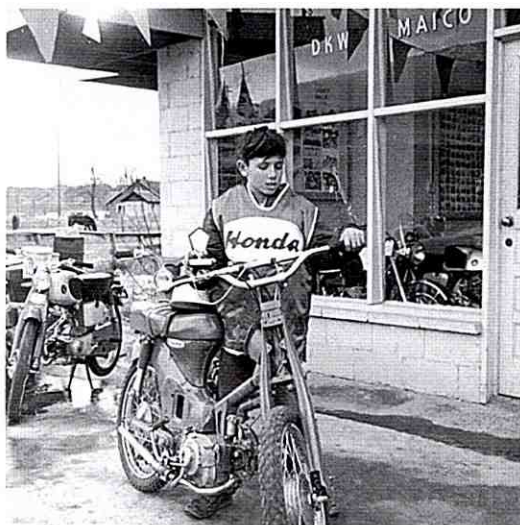
In 1961, at age 11, this 50cc prototype also became my first racer. There were no kids to compete with so I rode with and competed against grownups. I won my very first cross-country event against the adults in my class, and I never stopped.

That first year, there were only three events to ride. I don't remember how I placed, but I vividly remember the trophies were three times larger than my first one. As my riding adventure took shape, my passion grew bigger. School? Well, it wasn't a passion!

How many other riders got their start on my dad's creation, the Honda 50cc Cub trail bike? One, for sure, is Motorcycle Hall of Fame Inductee Mark Blackwell. He bought his used Honda 50cc trail bike with his



Modern times: Billy (left) with the Penton clan—Jack, Jeff and Tom—at the 2003 ISDT Reunion Ride in Massachusetts.



Billy in 1961, with the prototype Honda 50 trail bike that his father Herb put together in his Boise, Idaho, shop.

bly line to modify the new bike so it would meet a need for a small bike that anyone could ride... including his own son.

Of course, Pa also promoted his new bike to his customers—farmers, hunters, fishermen—common people of all types who wanted to ride in the dirt. This bike became known as the Honda 50cc Cub "Trail Bike," a new term in the industry. My dad was the



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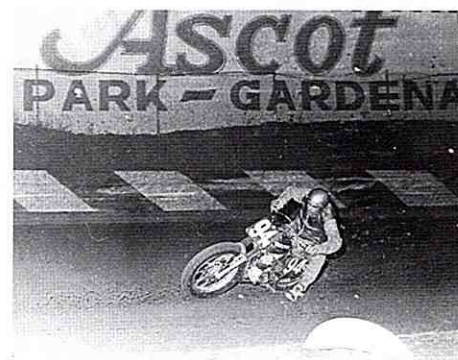


paper route money years after I raced the first prototype. It never ceases to amaze me how one small motorcycle touched so many people and gave them a start in my favorite sport.

Once the Honda 50cc Cub was in production, America Honda sent a crew to Idaho for two weeks to film the 50cc trail bike in action during a deer hunting trip south of Boise. The footage was to be used as a promotional piece regarding how to use the innovative trail bike. This planted the idea of riding in the public's mind. If you saw this film today, you'd be amazed at how far we've come.

#### Mother's Day Bike

In a rider's career, there's always a bike or two that fits them perfectly. Well, the Honda 50cc trail bike was my first. It gave me the freedom I'd been craving so I



*Riding the Ascot half-mile in 1969.*

could explore riding on my own. My second bike was one I modified because I followed in my Dad's footsteps and saw a new potential in someone else's creation.

It was my Mom's personal bike, a Bultaco Sherpa T, designed by Sammy Miller for observed trials. It had a very small seat and gas tank and a most unusual gear box. There were three low gears and two over-drive gears, plus a very smooth power that was unusual.

It used a large flywheel weight to change the way power was delivered. I replaced the small seat and gas tank so the bike would have the necessary fuel range. I also built new foot pegs and a different set of handlebars that were better suited for cross-country racing.

After I modified this bike, I began winning every cross-country event I entered. One such event was the Idaho state championship held in Orofino, Idaho, every Mother's Day. At the end of the day, I was presented with a trophy for my class win. It had a clock mounted in its face. I promptly presented this trophy to my Mom as a Mother's Day gift. That trophy sat on her desk at work from that moment on.

In those days, we rode every type of event instead of specializing in one type of racing. One weekend we would be in the tight woods of Orofino. The next weekend, we were racing in the desert or on a flat or TT track. One such off road event was the Cherry Creek Hare and Hound.

This was an old-fashioned race. We had a 100-mile course that riders went around once with no practice, and the fastest rider won. If you were caught on any part of the course before the race, you were disqualified. You had to read the terrain as you went at speed.

Today, everyone pre-rides everything, even the Baja 1000. But there are still a few events, like Six Days competitions, where that old skill is still used. However, even at Six Days, the special tests are walked before the event. Team pre-riders check out

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the course the day before and report back to the team captains.

Anyway, Cherry Creek was located in the desert southwest of Salt Lake City, Utah. Being a naïve kid of 17, I paid no attention to what they called the event. To me, it was a chance to ride, and in those days, there were not many racing events.

By the end of the day, I had finished my first national cross-country event, even though I wasn't really sure what that meant. I placed second overall, riding that 250cc Bultaco Sherpa T, behind veteran racer Al Rogers who rode a 650cc Triumph. Yep, I was still competing against adults.

#### Crossroads

At the time of the National, I was only one year away from an event that would consume my attention for the rest of my racing career. Keep in mind that I hadn't yet heard of this event. I was still riding any and every event that came along—hill climbs, cross countries, flat track, and TTs in my area. I fell in love with quarter and half-mile flat tracks.

By the way, at that time, riders rode with no brakes, front or rear. Racing was fast and smooth, so very graceful.

To make a long story short, I obtained my Novice license from AMA and was excelling in dirt track rac-



Billy (125) and Herb (119) riding the final road race special test at the German Six Days in 1969.

ing when I was asked to make a major decision in my racing career. Would I accept the BSA offer to go on the road-racing Class-C events for them, or accept another offer that hadn't yet been made?

BSA gave me some time to make this important decision. In the meantime, Ted Lapadacus, the Sachs distributor, offered my father a chance to ride something called the International Six Day Trials—whatever that was—in Germany. Pa had read about the event for years and dreamed about how it would be to ride as a competitor. His dream was coming true.

I only knew that Six Days was a 1,000 mile long cross-country event. That more than piqued my interest. Pa took a chance and asked Ted, "Would it be possible to get a bike for my son to ride at the event?"

Ted scratched his head and sighed, "All the spots for the U.S. have been assigned. Besides, your son's really young to be racing that type of event." It took a lot of convincing from my Dad that I could handle the event. I was placed on the team as the First Alternate for the U.S. team.

I became my Dad's training partner and we prepared for an event that we really knew nothing about. We just rode to get in shape and become as smooth as possible.

We understood the bike had to go the entire 1,000

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miles. That, in itself, would be a challenge with the machines of that time period. Neither of us had ridden a race that included time keeping, so we turned to the only people we knew who had first-hand experience with Six Days.

Punch Deyo and Dale Richardson were dear friends in Orofino, Idaho. They had ridden a couple of Six Days before many riders in the U.S. became interested in the event. Punch was also slated as an alternate that year, and Dale was on the team. Punch had the time and knowledge to tell us what to expect. Without his thoughtful help, we would have been totally lost.

#### Fortune from Misfortune

As life happens, one person's misfortune is often another's fortune. I was told that an eastern rider fell and broke his leg. This was just prior to departure time for Six Days, and I was invited to take his place. Many years later, I also learned that Mike McGowan, then living in northern California, had to give up his spot on the team just because of the cost connected with the event. (He was raising a family and running a business.) I don't know which person opened up the spot for me. I just know that their misfortune gave me the chance of a lifetime, and I'm grateful.

Ted Lapadacus kept his word and provided me with a bike and support at the event. It would only be a production 125cc machine, but that was fine by me. Hey, I was going to get to ride! Two nobodies from Idaho (my Dad and I) with Punch as our coach landed in Garmish Partenkirchen, Germany, for the 44th running of the International Six Days Trials in 1969.

We rode as two independent riders and formed our own unofficial father and son team. Looking back on it now, we were probably assigned to a club team. We didn't need to understand the details because we were ecstatic to be part of this event.

A father with a full beard and a son who was clean-shaven was the opposite of local custom. Who would have imagined that would have caught the eye of the press? Being liked by the crowd also had advantages. My dad remembers a special moment on a very, very nasty mud, rock, and root-covered hill. It looked impossible to climb.

There were two stairstep ledges on the hill, and a crowd of spectators on up the hill. It was as if they were saying, "If you're good enough to reach us and if we like you, we just might help you over the top."

With great finesse, my Dad made it to the spectators. They completely blocked his path. He had no choice but to drive right into the crowd or become stuck on the hill. At the very last moment, the crowd divided. It reminded him of the story of Moses parting the Red Sea.

Dad's 125cc Sachs continued on, but he still wasn't going to make it. The crowd suddenly folded around Pa and his bike. He was totally amazed when he was carried up the hill by hundreds of hands without his bike. To his surprise, he was then placed back in the saddle at the top of the hill. The engine of his bike was still running! Pa put his bike into gear and he was off as he waved a thank you to the crowd.

There was a flip side. On day four, I was pulling into a checkpoint when an unconscious spectator backed his car out of a parking space right in front of me. I center-punched the car in the middle of the back bumper and flew over the top of the car, landing on the hood of the car in a heap.

The momentum continued to carry my body forward as I rolled off the hood onto the cobblestone street in a semi-unconscious state. When I came to, I had lost

all sense of time. I was dazed and in shock. I remember what seemed like distant voices screaming at the driver as I lay there trying to get my thoughts together. A voice in my head kept saying, "You have to make it to the check."

So, I forced myself to my feet and stumbled to the back of the car to gather up my bike. It started right up so off I went, only to discover that the handlebars wouldn't move. Not knowing how much time had passed, I forced myself forward by putting both feet on the ground like runners. I steered by leaning to the right or left without moving the handlebars.

Somehow I rode the bike the remaining block to the checkpoint. Once there, I was able to confirm the time and assess the damage. This is why they call first timers "rookies." The moral of this story is, "GO SLOW TO GO FAST." This has become the motto of OHV Training™, the riding school where I teach.



Billy and Herb Uhl, father and son team at the 1969 Six Days.

If only I'd been going just a little slower. I had the time. Oh well, I learned a very valuable lesson that still serves me and benefits every student I teach, especially competitive riders.

The leading link forks were bent back to the point that the front fender was smashed into the head pipe. I could remove the fender or cut it off. Because I was a nobody, the course marshals didn't watch every move I made. In fact, they paid little attention to any of the U.S. team because we weren't in contention for anything. I pointed out the problem to the Sachs mechanic.

Without a word, he was off. In the blink of an eye, a pair of tin cutters appeared on the ground next to me. In one motion I cut the back of the fender off. (There were no plastics at that time in history.) The forks were still bent but I could ride. Awesome!

#### Rookie Time

Another chapter in the story was created because I was new to Six Days. At that time, special tests were part of the course. You were just stopped on the course and timed through the next three to four miles. At the end of the test, a set of flags indicated the end-

point, but riders just kept going on to the next checkpoint. You can see, this was not today's motocross type of test.

One such test really brought out the rookie in me. I thought I knew what the man at the start of the test said. Boy, was I wrong. As I rode up to the start of the special test, I was told in broken English that it was a hill climb. Back in Idaho, I'd been hill climbing an old Harley 45 knucklehead with chains wrapped around the rear tire for more traction, so I thought this was going to be easy, but there was a loose end.

I kept wondering, "Where's the hill I'm supposed to climb?" I was starting the test on a logging road, so my inner voice said, "The hill must be up the road just a bit." I rode up the road quickly but not as fast as I could have because I didn't want to miss the turnoff to the hill.

A few miles up the road, I came to two flags that marked the finish of my first drag race up a gravel road. There was no hill to climb. I only saw the test through my eyes, not theirs. The test was designed to see how fast your bike could go up an incline. It wasn't supposed to involve a climb to see how high the rider could go.

Looking back on the situation, the time I wasted looking for the hill really must have affected my score, but I didn't understand how the scoring really worked. I just knew I had to get to the checks on time and ride the test sections as fast as I could without falling.

With the competitive aspects of Six Days set aside, the best part was just getting to ride a motorcycle in Germany though incredible country while competing with the best riders in the world. I knew if I was consistent and did my best I'd do well.

Yeah, I'm painting a picture of doom and gloom as a rookie with two left feet, because I didn't understand the finer points about the event. But when it came to riding my motorcycle, that was something I understood with every fiber of my body, so when the going got tough, my instincts kicked in.

On day three, there was a hill about two miles from the starting line. We started the morning in fog and rain. Before we had a chance to get the kinks out, we turned up a narrow lane and found ourselves at the base of a mountain with a narrow rock and mud-covered log chute as the course. It was so steep that it was jammed with earlier riders.

I was directed by a course marshal out onto an open slope covered with grass that cows and goats had munched down to the point that it looked like someone had mowed it like a lawn. There were also some scattered bushes and pine trees. The grass was so slick and the ground so compacted you couldn't get much of a bite with your tires.

There were bikes and riders scattered all over the hill. This is where all those years of blazing new trails in Idaho paid off. My instincts kicked in. I was able to find traction on the hill by using the leaves and pine needles built up at the base of small bushes and pine trees. They provided a soft spot in the soil where I found the precise traction to slingshot me up the hill to the next tree or bush. That's how I cleared the hill and rode on to the check by myself.

This hill became the deciding factor for most riders who won or lost a gold medal. The rest of the day was void of riders around me because the late arrivals all took on their new time schedules. What a difference! It was like going for a trail ride back home alone! Then I'd suddenly pop out of the woods onto a cobblestone street, reminding me of where I was and what I was doing. Having the forest to myself in between times was sheer bliss.

#### Teamwork

Pa and I really worked as a team, even though we



didn't sit down and draw up a plan regarding how we would work together. Thinking back on it, we always worked together when we rode at home, so Six Days was really no different. As misfortune would have it, my production bike was an official lemon. So when we were on the first lap of the final special test, a road race, of all things, Pa pulled up alongside of me and then started to pull away. Out of instinct, I sucked right in behind him, about six inches from his rear wheel so I could catch his draft.

Even pulling my bike along with his, Pa was still pulling away. But when he realized what I was trying to do, he backed off his throttle just enough so I could stay in his draft as he coaxed our speed up beyond what I could do by myself. I would break the draft and slingshot around him in the corner only to repeat the same maneuver down the next straightaway for the rest of the race.

The crowd was savvy and picked up on what we were doing. As we crossed the finish line, a wave of hats went high into the air as we rode down the main straightaway shaking hands. Looking back on this, I'll never know if the drafting made a difference. What I do know is that we worked as a team, and the end result was good for the U.S. It also became the personal highlight of my racing career in an important way: How many kids have a chance to do something so great with their father?

As a rookie at age 19, I became one of the youngest riders to ever earn a gold medal at Six Days along with being one of only two gold medalists for the U.S. team that year. The other gold went to veteran rider Malcolm Smith.

This event became my only focus for the next 10 years. As you've figured out, I turned down the offer from BSA to go on the road, racing Class-C events. Sometimes I wonder how my life would have unfolded if I had accepted the offer from BSA. The rest of my racing career is now history.

I hope this true story has inspired you to be all you can be. We all have the ability to make a positive difference in the world. I try my best to remember the following statement when times are tough: "How we do one thing in our lives is how we do all things."

—Billy Uhl, 6-10-08

To confirm my little-known story about the father of the small trail bike (my Pa), go to pages 45-47 of the book "Honda Motorcycles" by Aaron P. Frank, Motor Books International, ISBN 0-7603-1077-7. This book was first published in 2003 by MBI Publishing Company, U.S.A.

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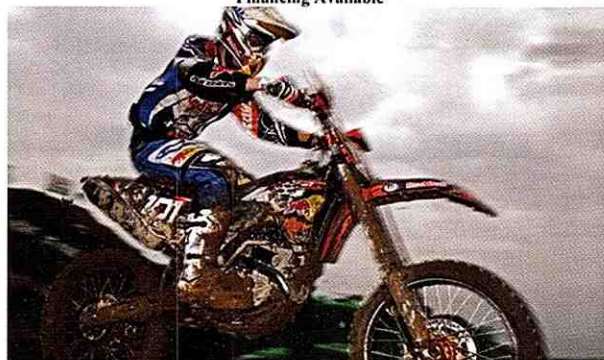
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by Ed Hertfelder

# Sidestands

**S**idestands on motorcycles are great in states that are hard, like Colorado and New Hampshire. In soft states like New Jersey, Florida and maybe Delaware trail riders look around for flattened beer or soda cans to plant their sidestands on before they step off on bare ground.

Even solidly placed on a flattened and said-to-be-heavier Coors can, the air blast from passing, and possibly speeding, eighteen-wheeled trucks can get the motorcycle to rocking slightly. Too soon, too soon, a motorcycle parked on sand will either 'walk' its sidestand off the beer can or just bury the whole thing down, down, down until the whole contraption flops on its side.

This is not usually very beneficial to rear-view mirrors. And a loud-speaker announcement in a crowded diner that, "A motorcycle in the parking lot has just fallen over," has never been considered an aid to digestion.

New Jersey and Florida, and maybe, like I said, Delaware. Trail riders who competed in enduro events there were quite likely to remove sidestands from their machines for a combination of three reasons. Number one: they couldn't be trusted to hold the motorcycle at least partially upright on a sand surface at any time, and only for a short time on thin asphalt. Especially in any month without an 'R' in it. (Don't bother to look it up—I mean summer time).

Reason two: removing excess weight on a motorcycle that you might have to lift more than occasionally, and in situations where you might already be a bit overheated, has to be a good thing.

Reason three: trying to get a motorcycle moving again when it has both wheels spinning in mid air because the complete sidestand appendage is either buried in a large fallen tree or dug deeply into the crown of a sharply crowned hill less than a foot wide. Either one of these possibilities can instill new meaning to the term: High Centered.

Those three are just the normal reasons for waving good-bye to the sidestand. As a former not very good competitor, I'd like to add another very good reason for ditching the thing.

Should you inadvertently find your motorcycle buried up to the seat bottom in mud and the mud happens to be honeycombed with tree roots the size and tensile strength of telephone wire, you just might discover that the machine cannot be pulled back and out of the mud simply because the sidestand assembly is on the wrong side of layers and layers of the said strong roots.

Be advised, the inadvertent part only belongs to the contestant, because the sponsoring organization surely INTENDED to sink you in that particular morass.

A normal enduro club might use the usual plastic directional tape printed with black lettering

saying: CRIME SCENE DO NOT CROSS or CONSTRUCTION ZONE DO NOT USE SIDEWALK alongside the trail, and the hateful Daytona Dirt Riders I hereby accuse of using barbed wire, three strands high, to insure that any attempt to go around the section would entail a trip to Jacksonville and back.

There was one motorcycle that should have left its sidestand inside the factory doors as it was shipped out. This was the Bultaco Matador model.

This Spanish production had a sidestand spring-loaded to stay retracted at all times, and the spring was quite powerful. When being parked, the rider had to hook his left boot well behind the sidestand, swing it forward and HOLD IT as it dug in to take the weight of the leaned-over motorcycle.

This led to the condition that, with your foot planted on the ground holding the kickstand from retracting, you could ONLY dismount on the left side of the motorcycle.

An unusually adroit rider, blessed with good balance, might be able to keep the motorcycle leaned well to the left and, if he had long legs, get off on the right side. Any movement of the motorcycle away from the left side lean would be met with a really loud "clang" as the retraction spring did its job.

Some adventurous riders mistakenly assumed they could lean across the motorcycle and deploy a retracted sidestand by hand. This was fun to watch.

First of all, deploying the sidestand and holding against the severe spring tension by foot power can be quite a different proposition when tried by the power in a man's wrist.

A rider with unusually long legs and arms attempting to reach across and down from the wrong side would usually get most of the operation accomplished as he suddenly, with comical results, felt the calories trapped in the exhaust

pipe cover begin to drift into the thin denim covering his tender right upper thigh.

It was really hard to keep from laughing because it was human nature to push oneself away from the hot motorcycle which, with the sidestand retracted, would fall flat on its left side.

And a bad thigh burn presents a real problem of finding a place to get a Band-Aid to stick without bunching up.

It was also hard to keep from laughing at the forgetful Matador riders who had gotten off the right side of the motorcycle by mistake and were slowly making their way around the back of their machine carefully balancing it upright before they reached the point where they could properly toe the sidestand in place.

In this year of 2008 we rarely see a Bultaco motorcycle, and this may very well be a good thing. The Matador that I had would quite often kick-start the engine into a four speed reverse situation. Just imagine kneeling down behind a completely restored Bul to get a photo as it roared off, and have the thing back up and run you over!

Could ruin a whole day, couldn't it?

And here's a definite 'good tip.' Never lean your butt against a parked Bultaco. But if you do and you hear a loud "clank" don't try to walk away quickly because the thing will fall and do a job on the back of your heels.

The thing to do is keep your butt pressure against the seat as you rotate around looking for someone with a cell phone and call the local Honda dealer to tell him you're trapped.

Just don't mention that I suggested the call.

Or that you read it in Trail Rider.

—Ed Hertfelder

*Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Write him. Send him a self-addressed stamped #10 envelope for a list of Hertfelder columns from the past plus information on Ed's latest books, to P.O. Box 17564, Tucson, AZ 85731. ↑*





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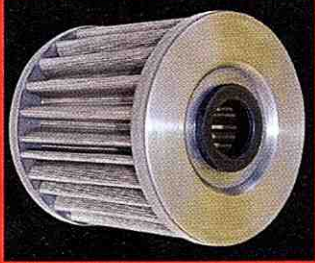
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